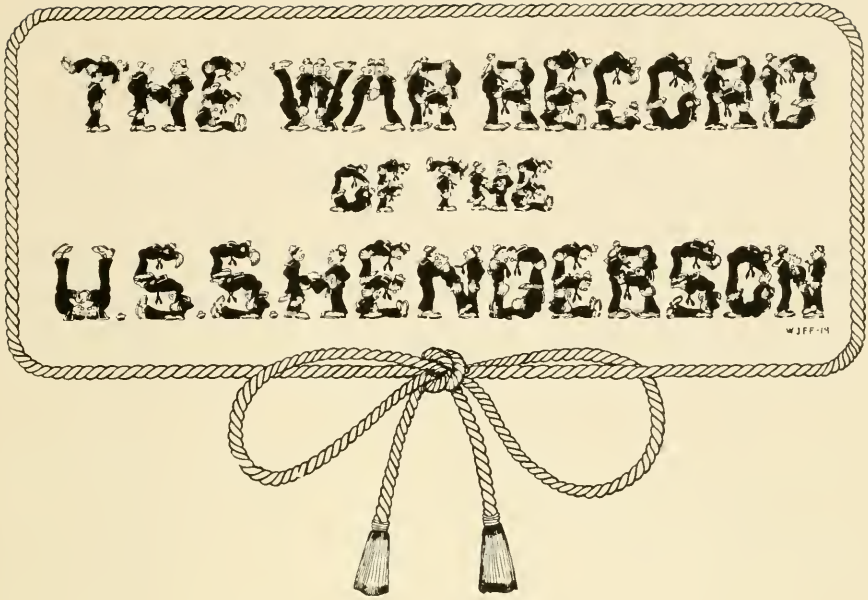


THE U. S. S. HENDERSON



Compiled and Edited by
LIEUTENANT (j. g.) HENRY J. FRY
CHAPLAIN'S CORPS, U. S. N.

Decorated with Cartoons by
ENSIGN WORTHY J. F. FORWARD
U. S. N.



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This War Record
of the
U. S. S. Henderson
is dedicated to
each and every man
who helped
to make the record
a proud one

HUMBLY, YET PROUDLY I DEDICATE THIS
LITTLE BOOK TO YOU MEN, THE ETC

YOU TELL EM, CHAPPIE,
I'M SHORT WINDED !!



W.F.P. 19



CAPTAIN
WILLIAM R. SAYLES, Jr.,
U. S. N.
COMMANDING OFFICER,
AUGUST, 1918,
TO PRESENT DATE



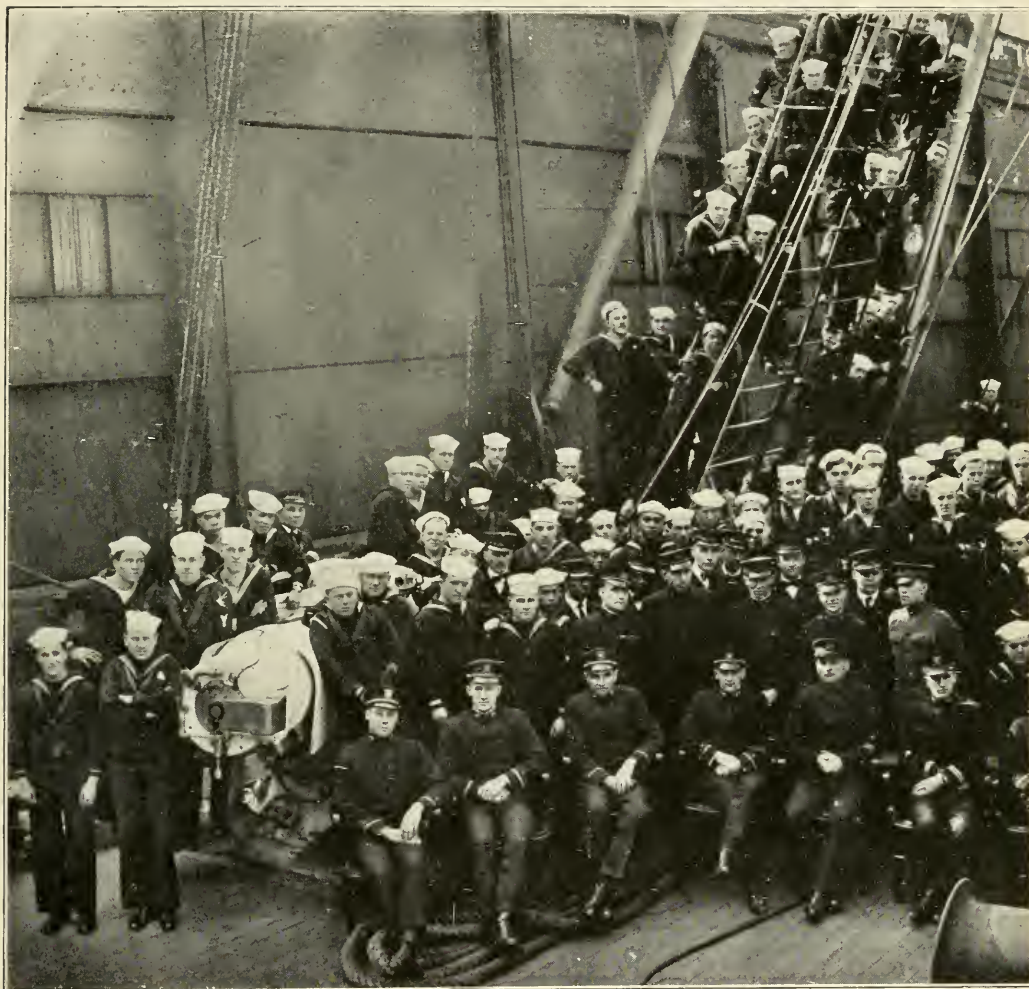
CAPTAIN
WILLIAM H. SHEA,
U.S.C.G.
EXECUTIVE OFFICER
FEBRUARY, 1919,
TO PRESENT DATE



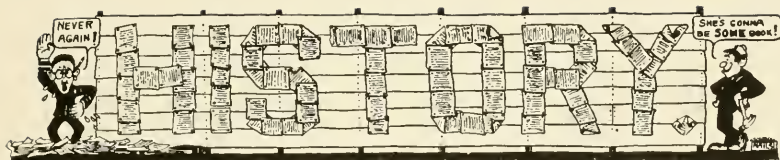
CAPTAIN
GEORGE W. STEELE,
U.S.N.
COMMANDING OFFICER,
JUNE, 1917,
TO AUGUST, 1918



LIEUTENANT-COMMANDER
W. C. BARKER,
U.S.N.
EXECUTIVE OFFICER,
AUGUST, 1917,
TO FEBRUARY, 1919



Photograph by Central News Service, New York City



WITH "THE FIRST TO FRANCE"

The U. S. S. Henderson was with "The First to France." Tremendous difficulties were overcome that she might carry the first American fighters "over there." It was a tense hour when she steamed down the Narrows to join the formation, June 14, 1917, as her first load of marines waved farewell to the Statue of Liberty. Those ships went to meet the initial test in transporting the American army over three thousand miles of submarine infested water.

But four days previously, she, a newly built ship, traversed her first mile of water. She made her first run from Philadelphia, where she was built, to New York, to report for overseas duty. Sailing down the Delaware River she experienced engine trouble. That run to New York, with her mainmast not aboard, with mechanics from the Philadelphia Navy Yard still working up to the last moment, with her decks and holds littered with the debris of speedy completion—that run was counted as her trial trip.

Just six days before leaving for France her boilers for the first time felt the pressure of steam. The first power ever developed aboard the U. S. S. Henderson was on June 8, 1917. She left with the convoy June 14th.

The U.S.S. Henderson

But three weeks before sailing she was commissioned at the Philadelphia Navy Yard. Her completion was feverishly hastened by the declaration of war. Day and night, without ceasing, her decks rang with the sounds of many workmen. Her crew was messed aboard neighboring ships, and her light and heat came from the Yard until just before the lines were cast off.

When on the evening of June 12th she proceeded up the North River and anchored off ninety-sixth street she was ready for a maiden voyage to Europe with "The First to France."

Only by the urgent insistence of her Commanding Officer, Captain Steele, was she permitted to go at all. Her machinery, and especially her turbo-generators, were in an untested and uncertain condition. It was problematical how far she could run on her fuel and it was reported that no fuel oil could then be obtained in France. It was a venture demanding the maximum of courage and resourcefulness to take an untried vessel through submarine haunted waters with almost two thousand souls aboard. The urgent need of getting men to the other side was a strong argument supporting the Captain's plea to the Admiral that the Henderson be allowed to go.

That first trip tested the metal of officers and crew. It was only by indomitable will that she held her position in the convoy as she did. The fifth day out she twice dropped from formation for repairs, first having difficulties with the electric steering gear which necessitated hand steering, and then having trouble with the port engine throttle. The day following, the feed pumps failed, the steering gear again went wrong, the starboard engine stopped altogether and the port engine had to be cut down

With "The First to France"

to one third normal revolutions. This required the entire convoy to drop its speed to five knots for several hours during the afternoon, but by nightfall the troubles had been solved and the ships were once more making normal progress. There were other times during the trip she withdrew temporarily from the convoy. Each day brought its new problems.



Those hours were grim enough, but at the time there was little realization of the calibre of the undertaking. It was a new and untested vessel, in the hands of officers and a crew who scarcely knew each other's names, solving the problems of the first over-seas convoy, meeting engine room and steering gear difficulties day after day, steering by hand in the exacting zig-zagging convoy formation. The Henderson is proud of her entire record, but if one achievement stands out above the others as the high light of that record, it is her first trans-Atlantic voyage.



The U.S.S. Henderson

A SUBMARINE ATTACK

On the second voyage to France, when the French coast was but a day's journey distant, a British convoy passed to the westward. One of the destroyers signaled: "My convoy was attacked by a submarine ten miles from the present position." On receiving this warning the Henderson and her sister ships began a rapid zig-zagging.

The next morning, August 20th, at 8:32, just as the Point de Kerdonis lighthouse on Belle Isle was sighted, a destroyer on the left of the fleet dropped a depth bomb. Almost instantly the Antilles fired three shots and the Finland fired five rounds at the submarine. The Henderson immediately sounded general quarters. Occasionally the guns of the other ships were heard. Five minutes after nine the Henderson sighted the wake of the submarine and opened fire with the starboard battery firing six shots before the periscope disappeared. Two French aeroplanes were maneuvering over the zig-zagging fleet, dropping depth bombs. Again the Antilles fired three times; the Finland fired five more shells, and the battle was over except for shots from the Lenape and the San Jacinto. At ten o'clock the formation was proceeding at standard speed for the mouth of the Loire River. The attack had failed.



With "The First to France"

THE ILL-FATED ANTILLES

On the third homeward-bound trip the Henderson was but eight hundred yards distant when a German torpedo struck the Antilles. From the Henderson's decks, strained eyes watched her go down in six and a half minutes.

It was at dawn—the submarine's best hour for striking—Wednesday morning, October 17, 1917. But an hour before, thick weather had set in and there was a choppy, white-cap sea. The convoy was steaming westward with the Henderson in the lead as guide. Eight hundred yards behind her followed the Antilles and the same distance astern of her steamed the Willehad. The converted yacht Corsair was two hundred and fifty yards off the port bow and the yacht Alcedo bore a hundred and fifty yards off the starboard bow.

On the log is entered this terse non-committal record of the tragedy: "At 6:47, just before sunrise, in latitude $48^{\circ} 07'$ N. longitude $11^{\circ} 22'$ W, by astronomical observations, while on course 266 (psc), 30° to the left of base course, an explosion was observed on the port side of the Antilles due to a torpedo."

With the explosion she immediately took a list to port. This was followed by an internal explosion thirty seconds later and she began to sink rapidly stern first, listing over to an angle of 30° in four minutes. A minute more and her stern was deep in the sea, her bow out of the water. Another minute and a half and she took her final plunge.

Through the mists of early dawn men were seen swarming down the lines attempting to reach the small boats, only three of which appeared to be afloat. Her



The U.S.S. Henderson

crew had just three hundred and ninety seconds in which to abandon ship.

According to orders, the convoying yachts rushed to the rescue of the doomed ship while the Henderson, sounding her whistle and siren, belching forth a smoke screen, steering a constantly shifting course, left the vicinity of the disaster full speed ahead. As the Willehad cleared the scene she sighted the submarine and fired several shots.

A ship's log is not a romance novel, but occasionally its entries give "human interest" touches. The log of that fateful watch closes with this notation: "The following books belonging to this vessel were lost when the Antilles went down, having been loaned to Lieutenant-Commander D. T. Ghent, U. S. Navy, Senior Naval Officer aboard the Antilles: "The Knight on Wheels," "A Point of Honor," "The Northerner," "The Debtor."

The closing incident of that day occurred at three o'clock, an incident that was a transition from the submarine to the ridiculous. Number eight gun fired at what appeared to be a submarine; the course was changed; general quarters was sounded; full speed ahead was ordered; and then it was discovered to have been the blow of a whale!



With "The First to France"

STORMS AND FUEL

The return journey of the fourth trip was against an unusually rough sea and in the teeth of prevailing, stormy February weather. The Henderson was delayed and faced a shortage of fuel-oil. On the last day of February, when thirteen days out from St. Nazaire and still several days from home the generators were shut down to save fuel and the ship was lighted where necessary by oil lanterns and steered by hand. A little later the oil in the tanks became so low that the circulation pumps had trouble in picking up the suction to carry the fuel to the fire rooms. With buckets the oil was bailed out of the various tanks and concentrated in one tank so that the suction might be established and the fires fed.

At one time it seemed imperative to put into Halifax for oil. Later it looked as though there was enough fuel with which to make Boston. Indeed, it was then thought that she could make New York, but necessity compelled turning into Mellville, Narragansett Bay, where she received the oil with which to complete the trip.



WAR ZONE DAYS

Cycles five, six and seven passed with the usual round of war strain — guns constantly manned, look-outs always alert, abandon ship drills sounded at all hours of day or night, the constantly shifting zig-zag course of ships totally darkened, ploughing ahead through the night, the occasional firing at suspected objects, the constant reminder of life preservers always worn, of sleep-



The U.S.S. Henderson

ing fully dressed ready for the alarm, the rush of the few days in port, and again the sea with its strain and monotony.

The following orders, issued at various dates by Captain Steele, when passing through the war zone, are a vivid description of the conditions aboard ship during those days:

While we are not yet in the "war zone," the ship has arrived at the western limit of the area in which enemy submarines have been reported as operating, and we may therefore expect to encounter submarines at any time, the probability increasing with our progress. The S. O. S. call of a steamer was heard last night.

A warning has been received that an enemy raider is at sea. It may be either a steamer or a sailing vessel with auxiliary power.

With the five inch guns of the Henderson handled as well as they were yesterday, we need not fear an ordinary raider, or even a submarine, provided we are not taken unaware.

The best defense against a submarine is flight, but this method is practicable only in case the submarine is seen far enough away to allow the ship to turn, otherwise the first indication of the presence of the submarine will likely be the wake of its torpedo coming toward the ship. It is therefore highly important to discover the submarine while it is yet outside the torpedo range.

Lookouts! The safety of the ship and perhaps of the whole convoy, depends almost entirely upon your ceaseless vigilance. The difficulty of discovering the periscope of a submarine can scarcely be exaggerated; it is next to impossible. It will appear for but a moment and then sink beneath the water. That moment is your chance! And you will probably be unable to distinguish the periscope with your eye alone, because its color is almost exactly the



With "The First to France"

same as the color of the sea. Use your field glasses continually during your watch, sweeping back and forth across your sector. And make your report in a voice than can be heard a mile!

The business of a transport is to reach its destination safely, and we will therefore avoid the enemy if we can, but we will also fight if it comes to close quarters! The ship is well armed both with guns and with bombs, and



one lucky shot is enough to settle the fate of an ordinary "sub."

Every lookout do your utmost! Get the habit of reporting. Every man on the ship should report everything he sees. Often the casual eye is caught by an object which escapes those who are looking for it.

It used to be that at general quarters and other general drills, men were required to "move on the double." That is out of date. It is too slow. In order to meet the modern situation successfully, all hands must move on the run. Try to get there first. The safety of the ship may depend upon you.

Gun Crews! Get in that shot! To do it you must have your guns trained in time to fire. To have them trained you must keep trained on every suspicious object. To keep trained you must practice. Do not wait for an order to train; go ahead and do it. And fire if the object as seen through your sights resembles a submarine.

With "The First to France"

We have reached the danger line and the danger increases as we advance, but let us face it with our heads up and with our eyes steadily upon our opponents.

* * *

We are approaching a vicinity in which a submarine was reported on June 1st. On the same date another submarine was reported farther to the eastward. This is exceptional to encounter "subs" so far westward, and it is reasonable to suppose that they are scouting for convoys, to intercept them before the destroyers join up.



It is of the utmost importance that no effort be spared to discover the presence of a submarine as far away as possible, and to plant a shot near it. This ship is in the position of an escorting vessel, and the whole convoy is largely dependent upon our efficiency. We are, at the same time, in an exposed position.

In the submarine zone the dispositions of extra gun crews and lookouts will be placed in effect. From now until port is reached every officer and man on board ship will have his life preserver within reach at all times; those on watch will wear their life preservers.

From now until we reach port all persons on board shall remain fully dressed, day and night.

This ship will be darkened at night so that no ray of light will show outboard between sunset and sunrise. A single gleam of light may cause the loss of the ship!

* * *

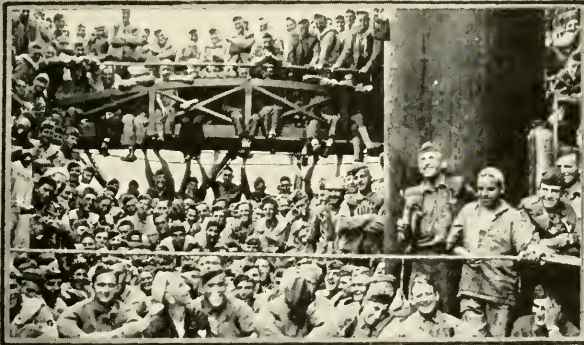
There will be no smoking below or on exposed decks on the ship between 8:00 P.M. and sunrise. The glow of a cigarette is visible a half mile.



A WAR ZONE BOXING TOURNAMENT



THE BREST HOSPITAL SHIP



ARE WE HAPPY?



AT BORDEAUX

WITH THE TROOPS

The U.S.S. Henderson

Warning! While going through the "war zone" it will be too dangerous to the ship to stop. Therefore it will be impossible to pick up any person who has fallen overboard. Persons having no business near the ship's side will keep away from it.

At one hour before daylight every morning, reveille will be sounded, and the lower decks will be cleared. Instead of reveille, the call to stations for abandon ship may be sounded at the same time. This should be known to be a drill and all hands will repair quickly to their stations.

It is likely that this ship with her water-tight subdivisions would not sink for a long time after being torpedoed, and it is possible that she would remain afloat. In the case of the Finland, which had a hole thirty-four feet by fourteen feet blown in her side, she returned to port at a speed of thirteen knots. The only casualties were among men who became panic stricken. The lesson is: Keep cool.

The best defense against a submarine attack is an efficient lookout. This can be called efficient only when the whole circle of the horizon is constantly covered with well-focussed binoculars. After the destroyers join the convoy it must be remembered that the lookout they keep, for various reasons, cannot be as efficient as that which we can keep. Therefore it is our duty to sight the submarine and signal its bearing to the destroyers in time for them to go and force it to submerge.

Remember, this is not a picnic! Eternal vigilance is the price of safety.



With "The First to France"

THE FIRE

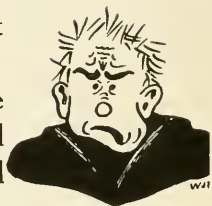
June 30, 1918, the Henderson put to sea with the convoy, beginning her eighth trip, a trip that was not completed on schedule time.

At five o'clock on the evening of July 2nd, the fire alarms were sounded from the bridge. Smoke poured forth from one of the forward cargo holds and so filled the nearby compartments that it was impossible to see more than three or four feet. The hatch was opened over the hold; great quantities of heated smoke rose from the spaces below. Fire fighters, equipped with smoke-helmets, dragged the fire hose down, but nothing could be done at this point. As the men retreated the hatches were battened down in an attempt to smother the blaze. The bulkheads heated to a dull red and were constantly drenched to check the spread of the conflagration. In the neighboring compartments the paint chipped off and caused a stifling smoke.

A gang of men attempted to cut a hole in one of the bulkheads through which a hose might be played but the work was abandoned because of the heat. Two rivets in the plating, however, were cut out and through the holes appeared a roaring furnace.

The thermostats connected with the forward magazines were reported dropping one after the other, and to avoid the danger of explosion the magazines were flooded. Seven hundred barrels of oil were in a nearby hold, a part of the cargo that fortunately was saved from the flames.

The ship began to list to starboard as an increasing amount of water was pumped into her holds. Men were lowered over the sides in boatswain's chairs and the lenses in several of the air ports were knocked out and fire hoses



The U.S.S. Henderson

directed through the openings, but to no avail, as the paint, waste, and dry inflammable stores were burning fiercely.

The rubber gaskets had been burnt away from the ports which soon reached sea level as the ship kept listing



to starboard and the water came pouring in. The pumps were working at full speed. Additional compartments had to be battened down and abandoned. New compartments took fire. The thermostats continued to drop. The list to starboard grew.

Meanwhile the ship continued at standard speed in the formation, bearing her zig-zagging course while fighting the fire. One of the convoying cruisers stood by to render assistance if needed.

As the fire spread, the passenger compartments became endangered. Then the engines were stopped and the decks blazed with the emergency lights. All that night the Henderson lay in the trough of the rolling sea while the destroyers Mayrant and Paul Jones made six trips transferring the seventeen hundred sailor and marine pas-

With "The First to France"

sengers from the burning ship to the already overcrowded Von Steuben. Every man had on his life preserver. Meanwhile the crew fought the fire and slowly the list increased. The rest of the convoy steamed on toward France.

A little before dawn she turned her bow and made for the States six hundred miles distant, the Paul Jones and Mayrant standing by. The fire continued to rage; the ship's bow sank deeper. There were but two feet of freeboard and each sea flooded through the ports. Had the weather been rough it would have meant a swamped ship and disaster.

All that day, as the night before, the crew fought the fire. The forward part of the ship was battened down. The water vainly used to stem the blaze kept increasing the ship's list and the situation became hourly more dangerous. The plan of action was changed to keep the water out, not to pump it in. Men went down into the hot, smoky, water-filled compartments and swam to the ports to dog them down only to find that the rubber gaskets had been burned away and the lenses broken by the heat so that the sea could not be kept out. Then they went over the side with mattresses to fasten over the ports to keep out the inrushing water.

As she proceeded and continued to draw more water forward, the magazines which had been flooded, were partially pumped to lighten her; the heavy crane was swung to port and the fuel oil transferred from starboard to port tanks to neutralize the dangerous list.

The pumps were kept going at full capacity to keep down the water. Three handy billy pumps were rigged up and suction maintained. The men kept them going

The U. S. S. Henderson

continuously and shifted them to various points, working while dressed in life-preservers. Bucket lines were formed and everything possible was done to fight the water as well as the fire.

When the Henderson had reached a list of fifteen degrees the danger of capsizing became evident. The destroyer Mayrant was ordered alongside and as many men of the crew as possible were transferred to her, together with valuable papers, leaving aboard only the very minimum needed to run the vessel in her struggle to make port.

That morning quarters was held and Captain Steele published the following order:

U. S. S. HENDERSON

July 3, 1919

ORDER

1. In case of conditions developing which look dangerous enough to make abandon ship likely, the officer of the deck will stop the engines, sound the general alarm, and ring three long rings on the call bells to the engine room, dynamo room, steering gear room and fire room, (smoke indicator bells).

2. Upon receiving this signal the men on duty in those places will proceed to their abandon ship stations. Firemen will extinguish fires unless a heavy listing of the ship warns them to proceed without delay.

3. This order is for the purpose of assuring the men below that they will not be forgotten. The captain has no doubt but that we will bring the Henderson safely to port.

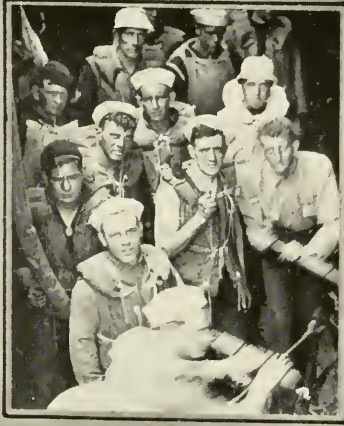
GEORGE W. STEELE,

Commander, U. S. Navy,

Commanding



MANNING A HANDY BILGE



*WORKING IN LIFE
PRESERVERS*



SORTING THE DEBRIS



ANOTHER VIEW OF THE PUMPS

The U.S.S. Henderson

That night thick fog set in and the Henderson lost sight of the accompanying destroyers and only their distant fog whistles assured her of their desperately needed presence.

All night the fight continued and the pumps labored. All aboard were alive to their danger. Suddenly, at 4:40, on the morning of July 4th, the weather freshened. The ship, without warning, rose to an even keel, and as the body of water in her holds rushed to the port side, she keeled over to port to a list of twenty-two degrees where she fetched up. All thought at that instant that she could not recover, that she was going to capsized, that the warning of the captain's order had been all too well timed. Captain Steele was on the bridge and by suddenly giving the rudder hard left as the ship swung over he helped to neutralize the sudden list.

That which had all but spelled catastrophe brought relief, for the water thrown into the burning parts of the vessel, smothered the fire and from that hour its control was assured. The day was devoted to the pumps and gradually the list subsided until by noon the danger was over.

The Mayrant left for Philadelphia at dawn with the major part of the Henderson's crew aboard, while the Paul Jones continued to stand by. During that day thick fog again settled down and the wind increased but the crisis was past. It was a glorious Fourth of July.

In the afternoon of the next day when the States were sighted, the Paul Jones, whose plucky presence had meant so much to the struggling Henderson, left for her assigned duty, and the Henderson made port at Philadelphia.



With "The First to France"

THE U-139

After the fire's damages had been repaired at Philadelphia, the Henderson left that port on August 13th, for New York under the command of Captain W. R. Sayles, U. S. Navy, who had relieved Captain G. W. Steele, U. S. Navy.

During the first hours of June 14th, the Henderson was off the Jersey coast, proceeding unescorted, for although a submarine chaser had left Philadelphia with her she was unable to make the required speed and dropped behind.

All lookouts were in position: four in the eyes of the ship, four in the foretop, four in the lower lookout house on the foremast, two in each bridgedeck lookout house, two on each searchlight platform, four in the after lookout house, four in the maintop, one officer lookout in each top, two talkers on the bridge, and two on the after boat deck. All the five-inch guns were manned with half crews and loaded with pointed projectiles.

To quote the log: "At 1:35 sighted an object thought to be a submarine 33° on starboard bow; put rudder hard right for about three minutes; then hard left for about three minutes; sounded general quarters. The object disappeared at 1:35."

What happened was this—The lookout in the foretop hailed the bridge announcing a suspicious looking object five hundred yards off the starboard bow. Captain Sayles was on the bridge at the time. The Junior Officer of the Deck exclaimed: "It's a submarine." The Captain ordered the rudder hard right attempting to run the enemy down, and then after several minutes swung the ship to



The U.S.S. Henderson

port toward the Jersey coast. Meanwhile the crew went to general quarters.

A little later the Henderson passed through floating oil which was from the tanker, Frank W. Kellogg, a vessel which the submarine had sunk but two hours previously.

The next link in the argument came when the Henderson was docked two months later, when it was found that the starboard bilge keel was badly bent. No reason could be given to explain the fact and it did not assume significance until the following December.

It was in December, 1918, during the Henderson's eleventh trip, that she visited Brest. While there, through a purely accidental conversation with French officers, Captain Sayles learned that the German U-139 was then lying at Brest, one of the trophies of the German naval surrender. He further discovered that the previous August, while on the American coast, she encountered an American transport which rammed her and succeeded in breaking off both periscopes, rendering her unable to make further under-water attacks.

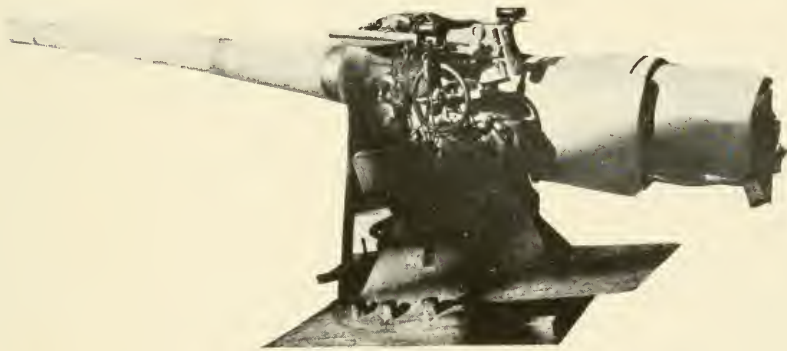
Captain Sayles visited the U-139 and found aboard her an Alsatian who verified the facts he had heard. With his own eyes he saw the ruined periscopes and noticed that the forward side of the conning tower was bent. He also learned that the U-139 had made but one cruise, and that to American waters during August and September, 1918, and that after about the middle of August—the time of the Henderson's probable encounter—she was unable to make further submerged attacks, but occupied herself in attacking barges, and small fishing and sailing vessels, with guns and bombs off Cape Cod. It will be recalled with what hot indignation the American press

With "The First to France"

viewed these strange actions of one of Germany's largest submersibles attacking such small and helpless game, with apparently no reason.

Captain Sayles has requested the Office of Naval Intelligence to investigate and verify the facts involved, and it is expected that the subject can be definitely cleared up. The Captain of the U-139 is still living and may give the needed information. Another source of proof is the British Naval Intelligence Office which has the papers and records taken from the captured submarines at the time of the armistice.

If it can be proved that it was the Henderson which thus rammed the U-139, it will determine the fact that the U. S. Naval Forces actually had contact with the enemy off the American coast during the war. This would incidentally be another feather in the cap of the Henderson's war record.



The U.S.S. Henderson

THE INFLUENZA EPIDEMIC

The Henderson's ninth cycle is marked by an epidemic and a serious collision. On September 16th, 1918, she sailed with one thousand two hundred and thirty-one marines of the Thirteenth Regiment, Third Battalion, and this, with her complement, made a total of sixteen hundred and eighteen souls aboard.

The marines arrived two nights before sailing and at once six showed symptoms of influenza and were isolated. But day after day the number of victims increased, until the second day at sea there were a hundred and seven new cases reported. All but one of the medical officers were ill. During the trip three hundred and thirty out of the sixteen hundred and eighteen aboard contracted the disease. Twenty died aboard and fourteen were transferred to the hospital at Brest in serious condition. Two hundred and six men were on the sick list at one time, as the epidemic raged intense and virulent for nine days and was only brought under control just before reaching France.



THE COLLISION WITH THE FINLAND

While decks were loaded with convalescent patients a collision with the Finland occurred. Shortly after midnight on the morning of September 27th, the convoy was steaming through the war-zone, but a day from Brest. Not a light gleamed. The sky was overclouded obscuring the moon, but the visibility was sufficient for



With "The First to France"

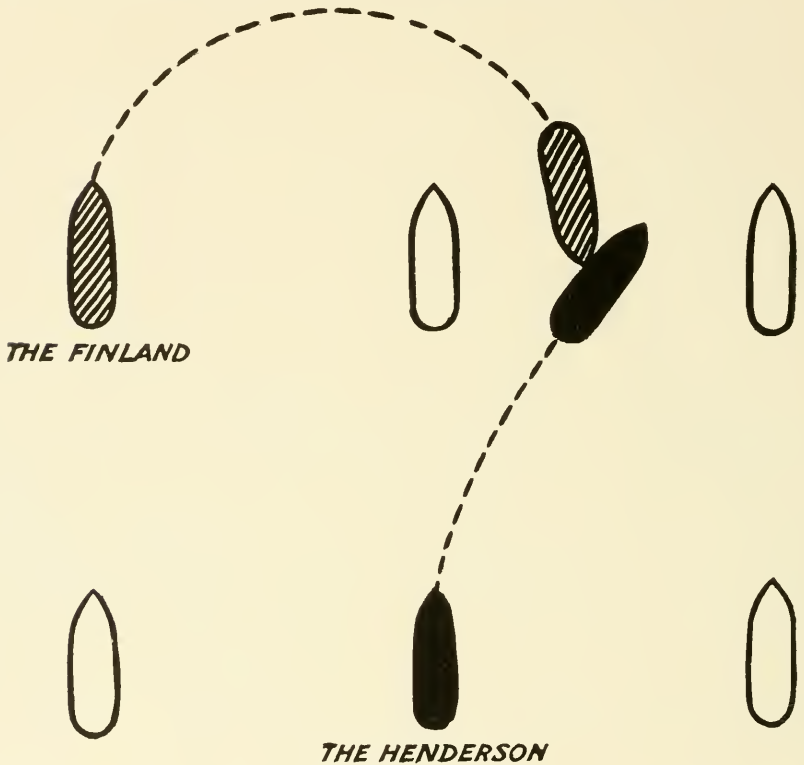
the Officer of the Deck to make out the entire convoy traveling through the darkness toward France, the ships but eight hundred yards apart.

At ten minutes after one the Finland, which was ahead on the Henderson's port bow, suddenly and without warning, began bearing hard to starboard and across the Henderson's path, which swung her rudder hard right. The Finland flashed breakdown lights, as her steering gear had jammed, throwing her out of her course. As the Henderson veered to the right to avoid the approaching ship she had to consider what her change of course might mean to the ship on her starboard. Captain Sayles was called and came on the bridge. He ordered one blast of the whistle and the side lights turned on, to show the Finland and the other ships the Henderson's changing course. But realizing that the effort to clear her by keeping to starboard was useless, and seeing the rapidly decreasing distance between the approaching vessels, he realized that a collision was inevitable. The only possible way to avoid ramming her with a direct blow, which would probably have been fatal to both ships as both were going at full speed, was to wait till the last moment just before the collision, then stop the port engine, give the rudder hard left and thus twist around her approaching bow and receive but a glancing blow. The distance narrowed. Her huge bulk rapidly approached. The moment came. The port engine was stopped. The rudder swung left and the Henderson veered about the Finland's bow, and received the shock amidships, a crashing blow, but not a direct collision. The force of the compact made both ships quiver from stem to stern and



The U.S.S. Henderson

separated them for a moment, but again they struck as the Henderson forged ahead and yet a third time.



The Henderson's decks, just where the Finland struck, were filled with influenza patients, for scores of men were still prostrate from the disease, but fortunately none were hurt. A general alarm was sounded. Though the ship was badly buckled and life boats were carried away, water leakage was but slight and fortunately the sea was calm. Had either ship been disabled in the war-zone, just off the French shore, the story would not have ended so happily.

With "The First to France"

THE WAR RECORD

The story of the U. S. S. Henderson is as eventful as any that can be found among American transports. She has experienced all that a vessel can experience in war time, with the exception of being torpedoed. She made her maiden voyage to France under unusual difficulties, she fought off submarine attacks, sister ships went down within sight of her decks, she ran short of fuel at sea, a fire almost ended her career, the impotence of the U-139 may be due to her quickness, she experienced the miseries of the influenza epidemic, she felt the shock of a collision at sea, and she knows the pathos of bringing shiploads of wounded home.

Together with the Leviathan, Agamemnon, Great Northern and Northern Pacific she heads the list for the greatest number of round trips made to France during the war, having completed ten when the armistice was signed. She stands sixth among transports for the best record of days needed to make the cycle, having completed her best round trip in twenty-five days, and being outsped only by the Northern Pacific, the Great Northern, the Mount Vernon, the Orizaba, and the Leviathan.

The U. S. S. Henderson shares a proud record with all who fought for freedom.



THE HENDERSON'S EQUIPMENT

The U. S. S. Henderson is Naval Transport Number One. She was built at the Philadelphia Navy Yard and was designed as an advance floating marine base with accommodations for a crew of about two hundred and space for

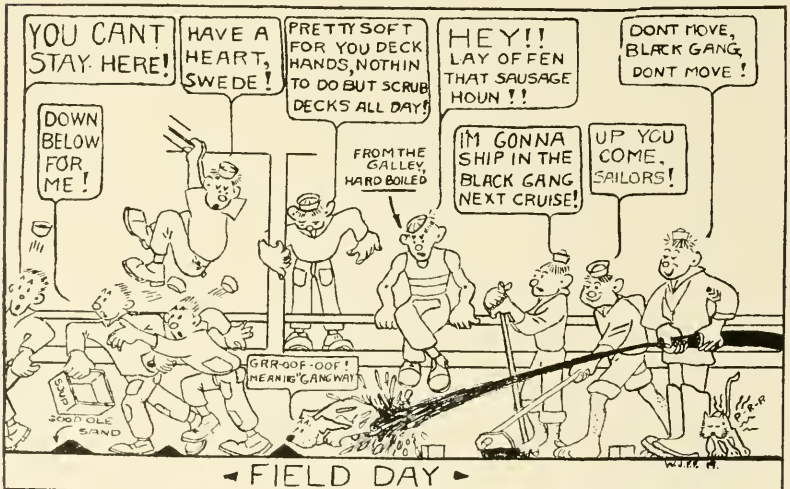


The U.S.S. Henderson

approximately fifteen hundred marines, together with stable space for thirty-six horses and complete fighting equipment. The Henderson's use in the war necessitated some minor changes as abolishing the space for the horses, increasing the number of the crew, and installing standee bunks.

The Henderson has a length of 483 feet, a beam of 63 feet and her displacement is 10,000 tons. She carries eight five-inch fifty-calibre guns and two three-inch fifty-calibre anti-aircraft guns in addition to a depth charge launching device.

She is equipped with three oil-burning boilers and two reciprocating engines, developing 4000 horse-power, designed to make 14 knots on 90 revolutions. She carries 1400 tons of oil, which at a speed of 12 knots gives her a steaming radius of 8000 miles.



From SIDELIGHTS, Trip, 13, No. 5.



Photograph of Nantes by Underwood and Underwood.

THE HENDERSON'S FRENCH PORTS

THE WAR RECORD OF

Cycle	Port of Departure	Date of Departure	Port of Arrival	Date of Arrival	Mileage
1	Philadelphia	June 10, 1917	New York	June 12, 1917	235
	New York	June 14, 1917	St. Nazaire	June 27, 1917	3,448
	St. Nazaire	July 5, 1917	Philadelphia	July 17, 1917	3,550
2	Philadelphia	August 5, 1917	New York	August 6, 1917	235
	New York	August 7, 1917	St. Nazaire	August 20, 1917	3,448
	St. Nazaire	August 26, 1917	Philadelphia	September 9, 1917	3,550
3	Philadelphia	September 17, 1917	New York	September 18, 1917	235
	New York	September 23, 1917	St. Nazaire	October 5, 1917	3,448
	St. Nazaire	October 15, 1917	Philadelphia	October 27, 1917	3,550

Sperry Stabilizer installed October 27, 1917, to January 20, 1918

4	Philadelphia	January 20, 1918	New York	January 21, 1918	235
	New York	January 24, 1918	St. Nazaire	February 5, 1918	3,500
	St. Nazaire	February 9, 1918	Nantes	February 9, 1918	45
	Nantes	February 14, 1918	St. Nazaire	February 14, 1918	45
	St. Nazaire	February 16, 1918	Hoboken	March 2, 1918	3,448
5	Hoboken	March 3, 1918	Philadelphia	March 4, 1918	235
	Philadelphia	March 14, 1918	Brest	March 26, 1918	3,550
	Brest	April 3, 1918	Philadelphia	April 14, 1918	3,550
6	Philadelphia	April 23, 1918	Brest	May 6, 1918	3,550
	Brest	May 11, 1918	Brooklyn	May 22, 1918	3,448

THE U. S. S. HENDERSON

Names of Troopships	Names of Escort Through American Zone	Names of Escort Through French Zone	The U. S. Marine Units Carried	Important Events
Henderson, Momus, Antilles, Lenape	Birmingham, Fanning, Smith, Lamson, Burrows, Aphrodite, Corsair	Wadsworth, Nicholson, Cummings, Tucker, Benham	5th Reg. Hdqts., Co. and Band, Co. 47, 51, 55	Engine difficulties incident to ship's maiden voyage
deKalb, Pastores, Tenadores, Henderson		Several French destroyers		
			5th Reg. Base Detachment, Co. Hdqts., Supply, 7, 17, 18, 20, 30	A submarine attack August 20, 1917
inland, Antilles, Lenape, San Jacinto, Henderson	Montana, Jouett, Monaghan	Jacob Jones, Ericsson, Trippe, Wainwright, Shaw, Rowan		
San Jacinto, Finland, Antilles, Lenape, Henderson		Noma, Kanawha II, Aphrodite		
			6th Reg. 1st Battalion, Co. 74, 75, 76, 95	The Antilles torpedoed but 800 yards distant, October 17, 1917
inland, Antilles, Henderson, Lenape, Kanawha	Roe, Monaghan, San Diego	Five American destroyers		
Henderson, Antilles, Villehad		Corsair, Alcedo, Kanawha II		
Henderson, Huron, Tenadores, Mallory	North Carolina and two destroyers	Five American destroyers	5th Reg. 2d Battalion, Co. 78, 79, 80, 96	Fuel shortage due to delays caused by storms
		Drayton, Jarvis		
Matsonia, Aeolus, Polihontas, Mallory, Henderson		Kocnester, Fanning, Cushing, Rowan, Winslow, Wilkes, Tucker, Wainwright, Cummings, Davis, Wadsworth, Caldwell, Nicholson	1st Replacement Battalion, Co. 134, 137, 138, 139	
Henderson, Matsonia, Aeolus, Worden		Monaghan, Roe, Lamson		
Aeolus, Huron, Siboney, Mallory, Tenadores, Mercury, Henderson		North Carolina, Ammen, McDougal, Wilkes, Parker, Allen, Terry, Beale, Winslow	3rd Replacement Detachment, Co. 144, 145, 146	
Great Northern, Henderson		Warrington, Drayton, and a third American destroyer		

THE WAR RECORD OF

Cycle	Port of Departure	Date of Departure	Port of Arrival	Date of Arrival	Mileage
7	Brooklyn	May 27, 1918	Brest	June 8, 1918	3,448
	Brest	June 14, 1918	Brooklyn	June 25, 1918	3,448
	Brooklyn	June 30, 1918	The third day at sea a serious fire occurred, requiring the ship to turn back to Philadelphia, where she arrived July 6, 1918.		1,400
Repairs due to fire made July 7, 1918, to August 13, 1918					
8	Philadelphia	August 13, 1918	Brest	August 25, 1918	3,448
	Brest	August 29, 1918	Brooklyn	September 10, 1918	3,448
9	Brooklyn	September 15, 1918	Brest	September 28, 1918	3,448
	Brest	October 8, 1918	Brooklyn	October 21, 1918	3,448
10	Brooklyn	October 28, 1918	Brest	November 9, 1918	3,448
	ARMISTICE				
11	Brest	November 12, 1918	Brooklyn	November 25, 1918	3,448
	Brooklyn Brest	December 6, 1918 December 24, 1918	Brest Hoboken	December 17, 1918 January 5, 1919	3,448 3,448
12	Hoboken Brest Bordeaux	January 16, 1919 January 27, 1919 February 3, 1919	Brest Bordeaux Hoboken	January 26, 1919 January 30, 1919 February 23, 1919	3,448 350 3,766
	13	Hoboken Bordeaux	March 3, 1919 March 19, 1919	Bordeaux Hoboken	March 16, 1919 April 2, 1919
94,415					
Engines overhauled at Morse Dry Docks, Brooklyn, N. Y., April 7, 1919, to May 19, 1919.					

THE U. S. S. HENDERSON

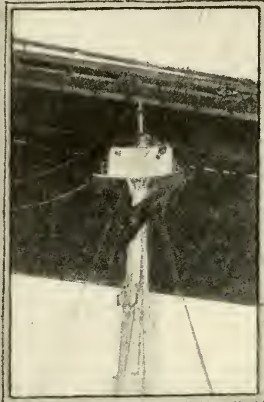
Names of Troopships	Names of Escort Through American Zone	Names of Escort Through French Zone	The U. S. Marine Units Carried	Important Events
<p>on Steuben, Siboney, Iron, Mercury, Mal-y, Tenadores, Mongolia, Ulua, Amerika, Inbau</p> <p>Iron, Henderson, Merry Leaf</p>	Sigourney	<p>North Carolina and five American destroyers</p> <p>Cushing, Little, Lee, O'Brien, Burrows</p>	1st MG Replacement Battalion, 4th Replacement Battalion	
<p>Henderson, Mongolia, on Steuben, Calares, Siboney, D'Abzzi, Amerika, Present Grant, Huron, Illory, Mercury, Tenadores, Zealandia, Prisk, Madowska</p>	At time of fire Paul Jones and Mayrant turned back to Philadelphia with the Henderson, while the Frederick, Calhoun and Seattle went on with the formation		2nd Casual Battalion, Co. A, B, C Transferred to Von Steuben at time of fire	The fire July 2, 1918, to July 5, 1918
<p>Churia, Matsonia, Henderson, Huron, Itha Washington, olus, Nederlander, Iria</p> <p>Itha Washington, derlander, Aeolus, Iria, Henderson</p>	Stringham, Seattle, Perkins, Patterson and six SC boats	<p>Nicholson, Cushing, O'Brien, Warrington, McDongal, Wicks, Tucker, Drayton, Ericsson.</p> <p>Several American destroyers</p>	3rd Battalion, Co. A, B, C, 4th Battalion, Co. A, B, C	
<p>land, Martha Washington, Ulua, derlander, Pocahontas, Aeolus, Kursk, whatan, Calamares, Henderson</p>	Stringham, Pueblo, New Hampshire, Stribling	Several American destroyers	13th Reg., 3rd Battalion, Co. MG, I, K, L, M	The influenza epidemic The collision with the Finland, Sept. 27, 1918
<p>ccasin, West onk, Nederlander, Henderson</p>		Jarvis, Conners, Nicholson, Ericsson, Warrington		
<p>esident Grant, Powatan, Pocahontas, Henderson, Huron, ihelmina, Nederlander, Ulua, Antinne, Mongolia, Calares, Pastores, Princess Matoika</p>	Louisiana and four American destroyers	Seven American destroyers	MG Battalion, Co. A, B, C, D, 9th Sep Battalion, Co. A, B, C, D	
				Since the armistice the Henderson has carried home casualties only, the majority of whom have been wounded soldiers



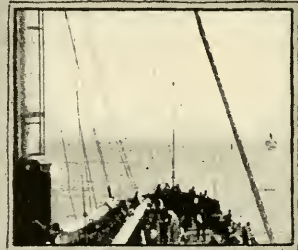
THE CONVOY



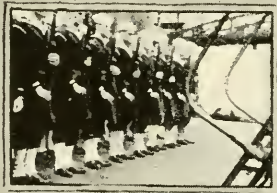
GIVING FUEL AT SEA



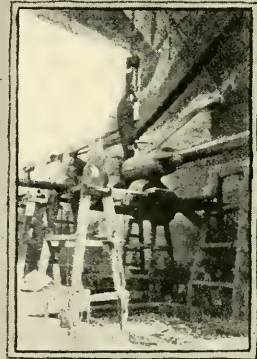
UNDER BROOKLYN BRIDGE



IN FORMATION



ADMIRAL'S INSPECTION



IN DRY DOCK

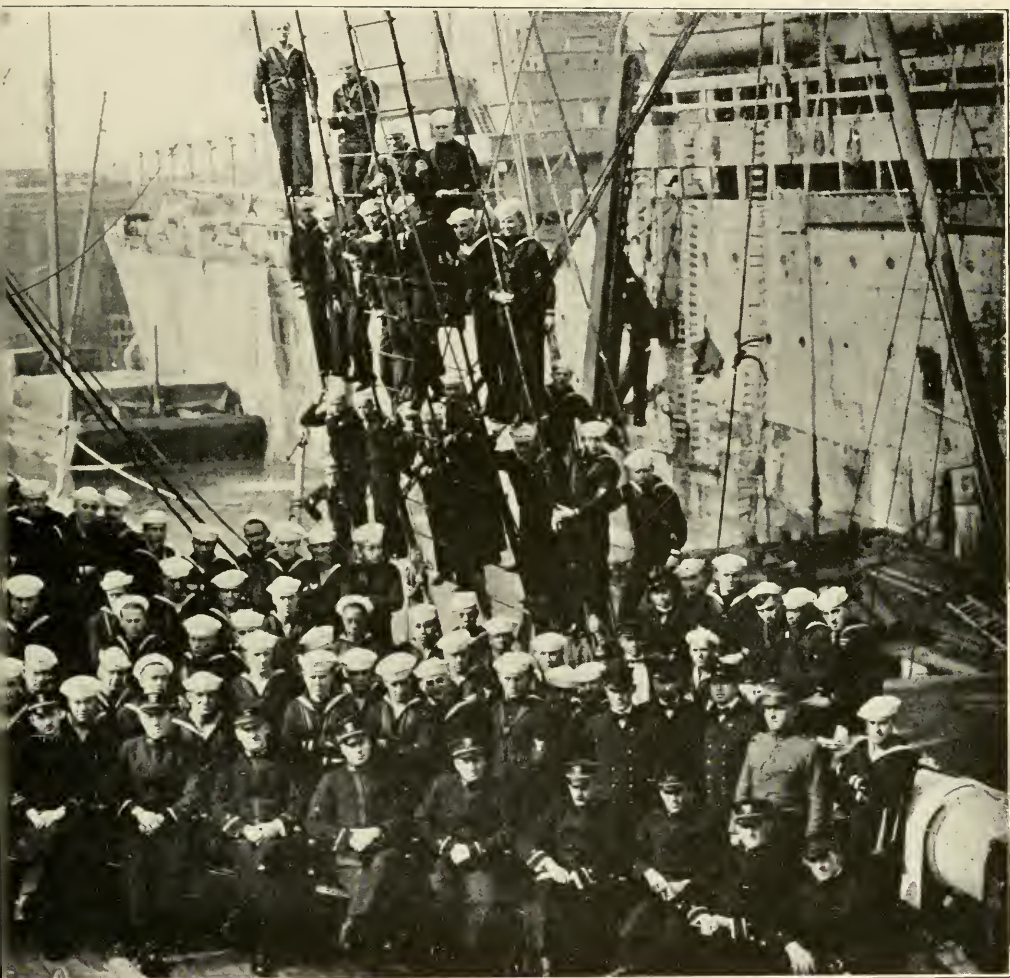


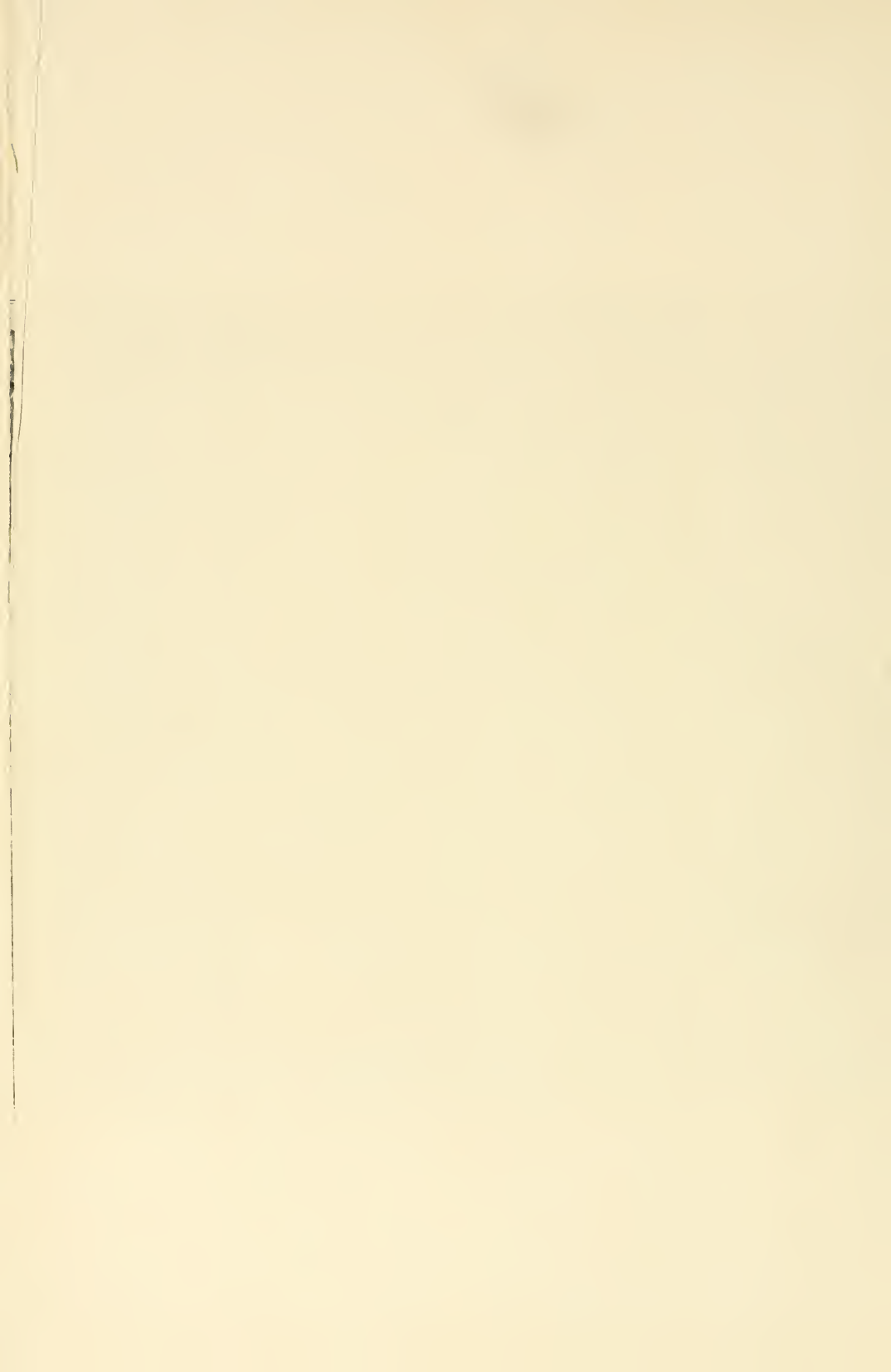
THE GUNS ON WATCH

"CARRYING ON"



THE OFFICERS AND CREW OF THE U. S. S. HENDERSON





The U. S. S. Henderson

May Eighteenth, 1918.

NOTICE.

1. The Captain takes pleasure in communicating to the officers and crew the impressions of Brigadier-General Doyen after accompanying the Captain on the weekly inspection.

2. At the conclusion of the inspection the General remarked: "I cannot tell you my high opinion of the good order in which I found the ship. I have been told more than once, by officers arriving at the front, about the cleanliness of the Henderson, but it must be seen to be appreciated. I was also struck by the fact that during the inspection of the crew every man kept his head and eyes to the front except one Filipino whose curiosity got the better of him."

3. These words from an officer of the rank and experience of General Doyen are indeed praise. The Captain takes pride in commanding such a ship and crew.

GEORGE W. STEELE,
Commander, U.S. Navy.
Commanding.



IN ACTION



IN THE CHAINS



ABANDON SHIP DRILL



*INVESTIGATING A
FLOATING BUOY AT SEA*



SENDING DOWN THE DIVER



*MEMORIAL SERVICE FOR
RICHARD NORTON*



CAPTAIN'S INSPECTION



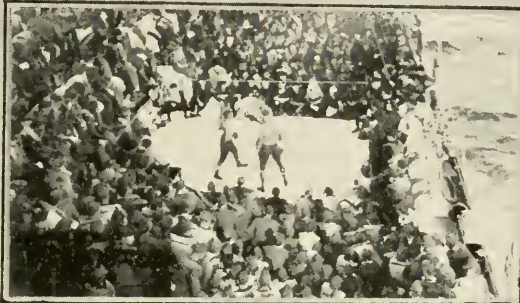
SCRUBBING BAGS AND HAMMOCKS



THE MEDICINE BALL



WATCHING THE BOUTS



THE TOURNAMENT



THE BAND

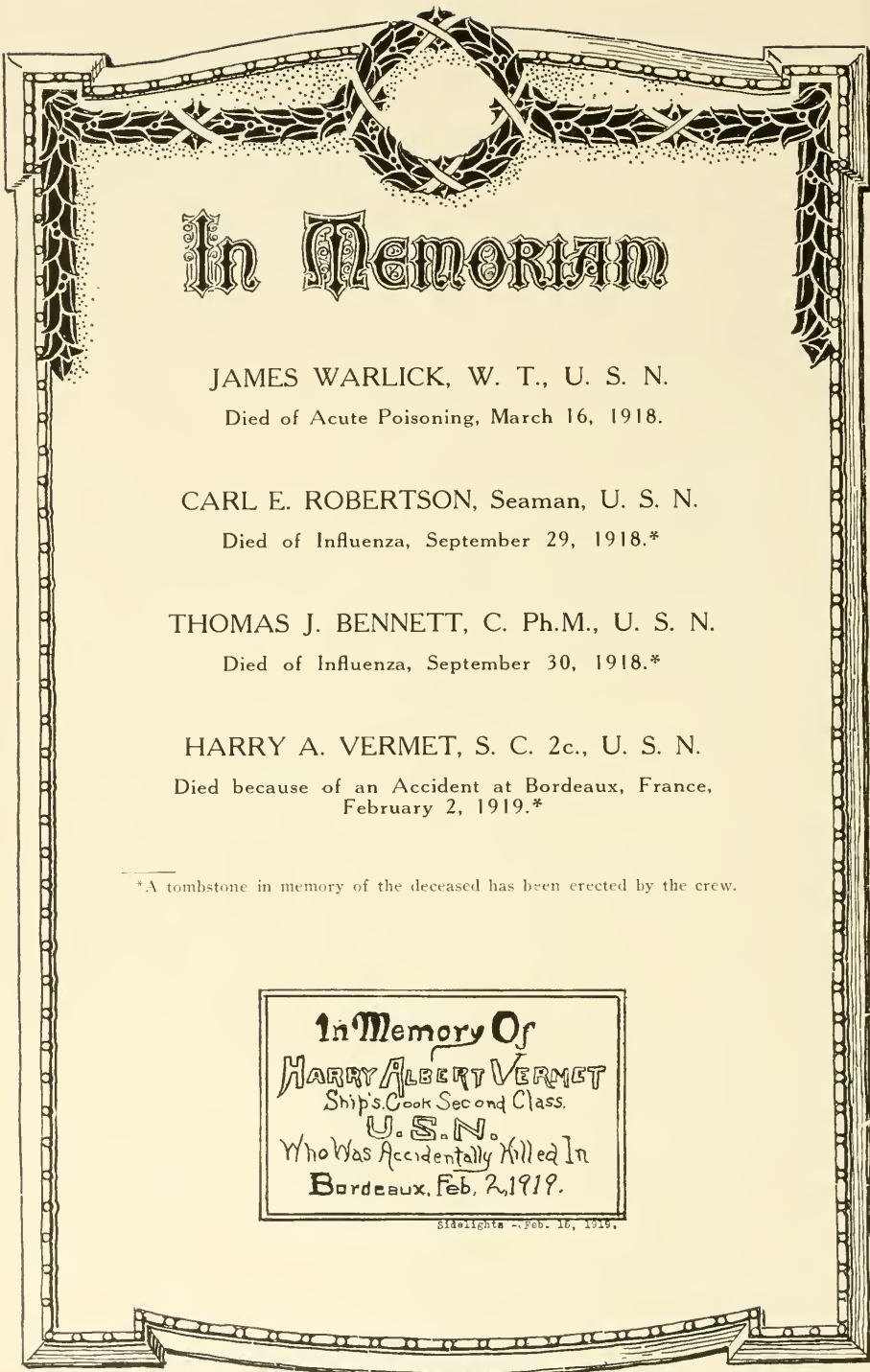


A DOLLAR UNDER FLOUR AND MOLASSES



RAGS

AT PLAY



In MEMORIAM

JAMES WARLICK, W. T., U. S. N.

Died of Acute Poisoning, March 16, 1918.

CARL E. ROBERTSON, Seaman, U. S. N.

Died of Influenza, September 29, 1918.*

THOMAS J. BENNETT, C. Ph.M., U. S. N.

Died of Influenza, September 30, 1918.*

HARRY A. VERMET, S. C. 2c., U. S. N.

Died because of an Accident at Bordeaux, France,
February 2, 1919.*

*A tombstone in memory of the deceased has been erected by the crew.

In Memory Of
HARRY ALBERT VERMET
Ship's Cook Second Class.
U. S. N.
Who Was Accidentally Killed In
Bordeaux, Feb. 2, 1919.

Sidelights -- Feb. 10, 1919.



ROLL CALL

THE OFFICERS

Captain

Captain WILLIAM R. SAYLES, JR., U.S.N.

Executive and Gunnery Officer

Captain WILLIAM H. SHEA, U.S.C.G.

First Lieutenant

Lieutenant FRANK SCHULTZ, U.S.N.

Engineer Officer

Lieutenant JOHN L. BARNSWELL, U.S.N.

Navigator

Lieutenant Q. R. THOMSON, U.S.N.

Communication Officer

Lieutenant (j. g.) GEORGE F. PUSHAW, U.S.N.R.F.

Medical Officer

Lieutenant T. O. SUMMERS, M.C., U.S.N.

Dental Officer

Lieutenant GEORGE S. MAYNARD, D.C., U.S.N.R.F.

Supply Officer

Lieutenant CASPER T. FREDRICKSON, P.C., U.S.N.

Chaplain

Lieutenant (j. g.) HENRY J. FRY, Ch.C., U.S.N.



LINE OFFICERS

Lieutenant (j. g.) H. L. CARLSON, U.S.N.R.F.
Lieutenant (j. g.) R. L. YOUNG, U.S.N.R.F.
Ensign JOHN J. DEM, U.S.N.
Ensign CLAY B. EDDY, U.S.N.
Ensign W. J. F. FORWARD, U.S.N.
Ensign ARTHUR S. ELZEY, U.S.N.R.F.
Ensign M. C. DOOLITTLE, U.S.N.
Ensign DANIEL T. DUNCAN, U.S.N.
Ensign HARRY R. EATON, U.S.N.
Ensign JOSEPH B. BENEDICT, U.S.N.
Ensign WALTER A. DONOP, U.S.N.
Ensign FRANK S. MACGREGOR, U.S.N.
Ensign CHESTER A. MURRAY, U.S.N.R.F.
Ensign CHARLES K. SMITH, U.S.N.
Ensign MILO HAZARD, U.S.N.R.F.
Ensign ROBERT W. GRUBB, U.S.N.
Ensign ARTHUR E. PIERCE, U.S.N.
Boatswain ALBERT F. JEFFREY, U.S.N.
Machinist HENRY S. GOUCHER, U.S.N.
Machinist VICTOR LACOUNT, Jr., U.S.N.
Gunner (E.) WILLIAM H. FRIZZLE, U.S.N.

The date of this roster is April 1, 1919.

STAFF OFFICERS

Lieutenant LEONARD H. DENNY, M.C., U.S.N.
Lieutenant (j. g.) W. A. CASSIDY, M.C., U.S.N.R.F.
Ensign GEORGE W. DAVIS, P.C., U.S.N.
Ensign JESSE S. BAER, P.C., U.S.N.
Pharmacist R. H. STANLEY, U.S.N.
Carpenter AUGUST STEINER, U.S.N.



In the stress of war duties, with the commissioning of new ships, and the reassignment of men to new positions, many who served aboard "The Henderson" during the war are not on the roster of the present date. "The Henderson's" war record includes the following names and dates of service:

Captain GEORGE W. STEELE, U.S.N.
 Commanding Officer, June, 1917, to August, 1918.

Lieutenant-Commander W. C. BARKER, U.S.N.
 Executive Officer, August, 1917, to February, 1919.

Lieutenant S. W. WALLACE May, 1917, to June, 1917
 Lieutenant-Commander F. R. KING..... May, 1917, to April, 1918
 Lieutenant V. WOOD May, 1917, to March, 1918
 Lieutenant (j. g.) W. A. HALL..... May, 1917, to December, 1917
 Lieutenant G. K. ARWIN..... June, 1917, to January, 1918
 Lieutenant F. T. STEVENSON..... May, 1917, to October, 1918
 Lieutenant R. F. JONES, M.C..... May, 1917, to December, 1917
 Lieutenant-Commander S. HEMPSTONE, P.C..... June, 1917, to August, 1917
 Lieutenant H. D. DOUGHERTY..... May, 1917 to June, 1918
 Lieutenant E. J. McCLUEN..... May, 1917, to November, 1917
 Lieutenant J. FEASTER, C.C..... May, 1917, to September, 1917
 Asst. Pay Clerk W. C. WOOD..... June 1917 to December 1917
 Lieutenant (j. g.) L. S. HILL, P.C..... November, 1917, to May, 1918
 Lieutenant (j. g.) E. A. GREEN..... December, 1917, to January, 1919
 Lieutenant S. A. FOLSOM, M.C..... December, 1917, to October, 1918
 Ensign C. J. LAMB..... December, 1917, to October, 1918
 Gunner (R.) G. D. GAFFNEY..... February, 1918, to April, 1918
 Lieutenant G. BANNERMAN April, 1918, to January, 1919
 Lieutenant J. R. McKEAN..... June, 1918, to November, 1918
 Ensign C. E. EATON..... June, 1918, to October, 1918
 Lieutenant EARL T. BROWN..... June, 1918, to August, 1918
 Ensign F. H. FLAGG June, 1918, to January, 1919
 Lieutenant (j. g.) R. RUSH..... June, 1918, to August, 1918
 Lieutenant (j. g.) W. D. SAMPLE..... June, 1918, to August, 1918



Ensign B. ELLISON.....June, 1918, to September, 1918
 Ensign T. H. ENRIGHT.....June, 1918, to October, 1918
 Lieutenant K. D. LEGGEJuly, 1918, to January, 1919
 Ensign C. J. SHULLJune, 1918, to December, 1918
 Ensign B. J. EASTMAN.....June, 1918, to October, 1918
 Ensign N. W. EMERY.....June, 1918, to October, 1918
 Gunner (O.) W. S. DURKEE.....June, 1918, to April, 1919
 Lieutenant H. A. HORAN.....June, 1918, to July, 1918
 Lieutenant (j. g.) C. J. HAMBEJune, 1918, to July, 1918
 Lieutenant (j. g.) A. SWENDSEN.....June, 1918, to July, 1918
 Ensign A. S. GARRISON.....October, 1918, to April, 1919
 Lieutenant W. P. HERBST, M.C.....October, 1918, to April, 1919
 Boatswain W. H. PATE.....October, 1918, to April, 1919
 Ensign W. H. HAMILTONOctober, 1918, to April, 1919
 Ensign N. J. ELMES.....November, 1918, to March, 1919
 Lieutenant (j. g.) E. L. DOW, Jr., D. C.....December, 1918, to April, 1919
 Ensign E. C. BONNEVIER, P. C.January, 1919, to February, 1919
 Lieutenant (j. g.) C. STEINHAUSER, M. C.January, 1919, to March, 1919



MORALE UNIT

Lieutenant WILLIAM VEIT, *Chaplain, U. S. Army*
 Mr. HAROLD H. SHAW, *Major, American Red Cross*
 Mr. JOHN ACHESON, *Y. M. C. A. Secretary*
 Mr. WILLIAM C. OWENS, *K. of C. Secretary*



"FOR IT'S ALWAYS FAIR WEATHER WHEN GOOD FELLOWS GET TOGETHER"



A FEW OF THE DECK FORCE



THE G.S.K. BUNCH



THE CARPENTERS GANG



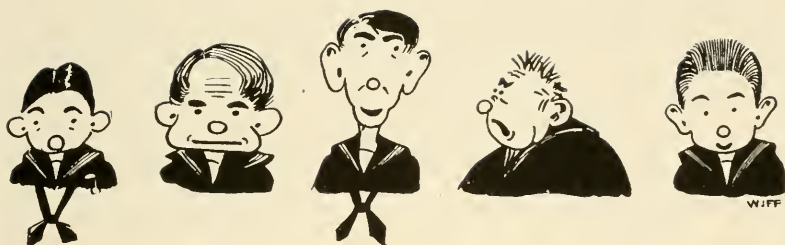
THE NAVIGATION DEPARTMENT



THE HOSPITAL CORPS



THE BLACK GANG



THE CHIEF PETTY OFFICERS

F. J. FINLEY, C.M.M.

JAMES CARR, C.C.M.

M. E. WALLACE, C.C.Std.

J. L. ZUKIS, C.M.M.

J. WAITE, C.B.M.

C. W. WEBER, C.Q.M.

W. H. REICHENBACH, C.W.T.

E. W. WENNERLIND, C.P.M.

C. HARTMAN, C.B.M.

W. A. TRUITT, Jr., C.Y.

C. H. HEMERLEY, C.Y.

H. T. POTTER, C.S.K.

M. DILL, C.M.M.

E. M. HAGAMAN, C.C.M.

G. SINGEL, C.G.M.

A. T. CONNOLLY, C.Y.

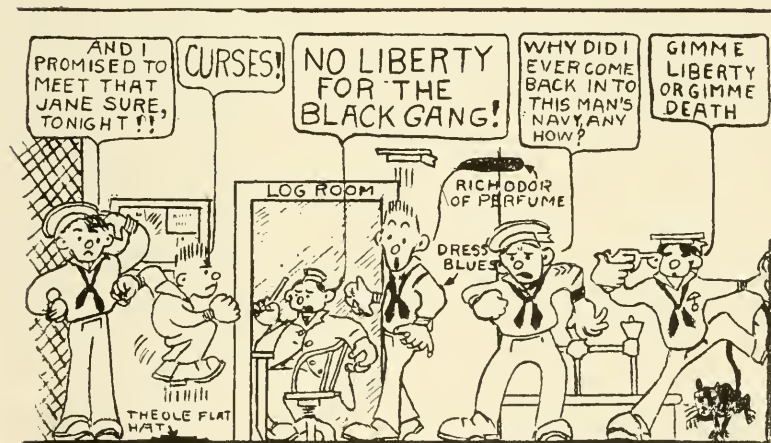
L. C. ELMENDORF, C.Y.

F. C. McHENRY, C.S.K.

W. F. PALMER, Bandmaster.

H. GILL, C.Y.

J. L. MYERS, C.E.(G.)



FITZGERALD-EASTMAN — SLEBODNICK — HUTCHINSON — KOKO W.F.F.!!

◀ A HOLD-UP IN THE FOURTH DIV. LIBERTY ▶

From SIDELIGHTS, Trip 12, No. 15.



THE CREW

Adams, Jr., Frank C.	Brothers, Stanley
Alberti, Ralph	Brown, George L.
Alderson, Frank H.	Brown, James M.
Allen, William H.	Brownrigg, Harold C.
Alley, Maurice A.	Brunner, Herbert J.
Alston, Rutledge B.	Bryan, Walter G.
Anders, Albert W.	Bulakha, Jose
Anderson, Edwin C.	Burgess, Archibald
Anderson, Fred E.	Burke, Richard F.
Anderson, Oelwein P.	Burke, William V.
Anderson, Reinhold V.	Burkhalter, Joshua
Anding, Rea E.	Bursch, Charles F.
An'oscico, Joseph	Butler, Basil P.
Arabian, Sam	
Armour, James E.	Cabrera, Eugenio
Armstrong, William J.	Cade, Roy
Arnstein, Louis	Cagley, Kenneth B.
Asinas, Macario	Calvert, Napoleon B.
Asperer, Roman	Campbell, George F.
Astorga, Doratio	Carleton, Donald D.
Auker, William S.	Carroll, John J.
Avery, Benjamin F.	Carter, Reuben R.
Azucenas, Monico	Ceska, Albert
	Chamberlain, Elias D.
Bailey, William H.	Charles, John
Bainbridge, Samuel R.	Cheek, John M.
Baldwin, Glen O.	Chesterson, Warren G.
Banica, Antonio	Christensen, Homer W.
Barbour, Bayliss L.	Christenson, Raymond P.
Bateman, Frank L.	Clark, Jr., Arthur Albert
Beachum, Rupert H.	Clark, Alfred O.
Beatty, Thomas A.	Clemente, Ramon
Beaver, Clyde A.	Colby, Jr., Frank C.
Beck, Leo E.	Collins, Mark L.
Bednar, Robert J.	Comer, Evan M.
Bell, John E.	Comer, Floyd J.
Benbow, Charles L.	Cosick, Stephen J.
Bennett, Harry M.	Cooke, Stephen B.
Bird, Jr., Clarence	Coulter, Clarence S.
Blackwell, Clyde E.	Coupe, Lawrence E.
Blackwell, James J.	Courtney, William S.
Blumenthal, Myron S.	Cox, Charles
Boehm, Norman L.	Crispin, Charles B.
Bolte, Arthur B.	Crookshank, Burgie C.
Borromeo, Modesto	Cummings, Eulus L.
Bowers, William C.	
Boyd, Paul C.	Davis, Carl P.
Brady, Michael J.	Davis, Robin W.
Branstetter, Dewey	Dayton, Wayne
Brewer, Forrest A.	DeGroot, Leon
Brians, Hugh L.	Deliz, Peter Jose
Brightwell, Ewing M.	Dettling, Anthony



THE CREW—Continued

Devine, Michael G.
 Dillinger, Alphons M.
 Donnelly, John M.
 Duncan, William R.
 Dupree, Robert S.
 Dwyer, Herbert L.

Eastburn, Earl
 Eastman, Herbert G.
 Ellingwood, John R.
 Ellis, James C.
 Engebrigtsen, Leonard J.

Farcy, James J.
 Ferrier, Leonard S.
 Fields, Dall
 Fisher, Iman J.
 Fitch, Earl Fredrick
 Fitzgerald, George W.
 Florio, Anton
 Forney, Robert L.
 Foster, Robert B.
 Friedman, George W.
 Fry, Glen H.

Gallagher, Harold F.
 Garbarino, Joseph V.
 Gates, Frank B.
 Ginsberg, Harold W.
 Glenn, Harry
 Godsey, Richard M.
 Goldstein, Nathan
 Graham, Grant Howe
 Gray, John Thomas
 Grebe, Frederick H.
 Greeley, James P.
 Griffin, Alexander W.
 Guerra, Michael

Haag, Walter E.
 Hackman, William J.
 Haffner, Carl F.
 Hallam, Willard V.
 Hamilton, William J.
 Hammel, Henry M.
 Harmon, Curtis P.
 Hayes, Frank L.
 Heilman, Harry L.
 Hetherington, William H.
 Hobson, Jr., Johnny
 Hoch, Wilbur A.
 Holstein, Clarence E.
 Holtman, Eddy E.

Hoppe, Frederick
 Howe, Alfred C.
 Howell, Eugene A.
 Hren, Frank J.
 Hussey, Irvin Rutledge
 Hutchinson, Ross R.
 Hutchinson, Walter J.

James, Wilbur O.
 Johnson, Harold S.
 Johnson, John M.
 Johnson, Stephen
 Jones, Glen
 Judd, Leonard E.

Kadan, Oscar
 Kaminetsky, Louis
 Kaplan, William
 Keating, William J.
 Kelly, Budd
 Kelly, Desmond R.
 Kenney, John P.
 Kenny, Marvin C.
 Kerwien, Julius
 Kiley, Michael A.
 Killgore, Curtis M.
 Kipp, Wilford E.
 Koehler, Roy C.
 Koket, Louis
 Koko, Lewis
 Kreig, Valentine T.
 Knest, George E.

Lang, Jacob J.
 Leible, Harry J.
 Liberty, George W.
 Lind, Clarence C.
 Loeb, Arthur E.

McCarthy, Charles D.
 McCallick, James F.
 McDonald, John W.
 McKiernan, Thomas P.
 Mackiewicz, Jacob
 Mangrum, Lewis
 Marcowski, Joseph
 Matany, Andrew J.
 Meier, Ferdinand
 Middleton, George
 Miller, Edgar M.
 Miller, Swan
 Mitchell, James William
 Money, Jr., James C.



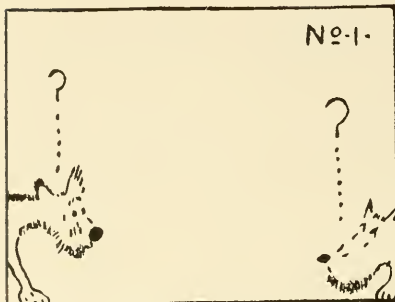
THE CREW—Continued

Moren, Mauritz N.	Searles, Claude P.
Mozley, Karl	Segal, Samuel
Mullaney, John M.	Selbe, Carl L.
Mumford, John W.	Selman, John R.
Murphy, Clyde W.	Shaffer, Clifford T.
Myers, William C. J.	Shaw, Carl E.
	Shymire, Joseph W.
Nahrwold, Edward A.	Singer, Oscar A.
Nettleton, John James	Slay, Earl E.
Norris, Warren D.	Slebodnick, John
	Smith, Charles H.
O'Connor, John G. J.	Smith, Harry H.
O'Malley, Thomas J.	Snelling, Sam L.
Odell, Joseph L.	Snyder, Luther A.
Offutt, Andrew I.	Spencer, Eber Allen
Oliver, Tom G.	Steacker, Joseph H.
Overberg, Harry J.	Stone, Sangster S.
Owens, William V.	Sukel, Stephen J.
	Sullivan, Frank J.
Pajardo, Ceriaco M.	Svatos, Joe L.
Parker, Frank	Swanson, Edward F. R.
Pate, William J. H.	Szczepanski, Max F.
Paynter, Roy H.	Szpakowski, Michael H.
Peters, Claude S.	Strickland, William W.
Peterson, Clement S.	Streck, Max A.
Pickard, Aaron	
Pilger, Martin Francis	Tagarao, Genaro
Poor, William	Telke, Henry W.
Potter, Harold T.	Telke, Howard
Price, Troy E.	Tennant, Earnest E.
Paisley, James P.	Thelen, Herman A.
	Tomes, Edward F.
Queen, Clifford A.	Troth, Hobart I.
Quitau, Harry A.	Trummell, Henry D.
Raeseide, John	Vanker, John L.
Ressler, Harry B.	Vargo, John
Reynolds, Arch G.	Voit, George W.
Richards, Stanley Ellsworth	Volk, Wallace T.
Rinehart, Frank	Vrastil, Frank J.
Rodgers, Coleman	
Rogers, Otis W.	Waak, Henry C. J.
Rohlfs, Frederick F.	Wade, Charles O.
Rohrman, Charles L.	Wade, Robert M.
Roth, George	Ward, Harold L.
Royky, Leon S.	Washington, Isaac E.
Russell, Charles J.	Watkins, Wallace U.
	Webber, Randall B.
Sangalang, Vincente	Wentzel, Alfred H.
Sauerheber, Russell J.	Westcoat, William H.
Schauble, Harry C.	White, William H.
Schmidt, Irwin A.	Whitehead, Clyde E.
Schnur, Edmund B.	Williams, Clifton



FROM BRIDGE TO GALLEY

ODE TO RAGS



To thee, small hound of gentler
sex,
Recruited from the city streets,
Spending thy days upon the main,
The mascot of the Henderson,
Wondering aimlessly aboard,
Now teased but loved by one and
all,

To thee I dedicate an ode.
I've watched thy growth through
budding youth,
Thy days in puppy pleasures spent,
And now though thou hast more of
years

Art still on canine mischief bent.
It seems that poise and calm
intent

And placid judgement's surer ways
Will never find their place in
thee.

Rags, wilt thy spirit ne'er
mature?
Thy speeding after far flung
balls,

Thy leaps into the air, they show
An aspect seeking baubles still -
Food and petting, naught beside,
Unless it be the hour of sleep
Upon some soft and downy bunk.
Ah Rags, how canst thou find a
way

Of growth,
Of betterment,
Of regeneration,
Of reaching after self's full
powers,

Of casting off thy idle ways,
Of turning from the paths that
lead

To aimless gains,
To empty spheres of being,
To bitter fruits of carelessness
And selfishness,
And a characterless maze
Of fruitless hours
And unproductive days?

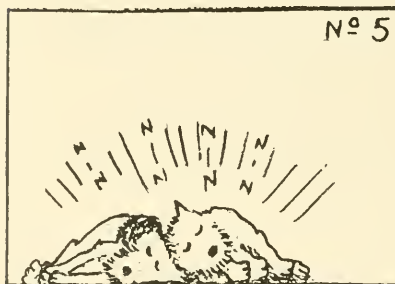
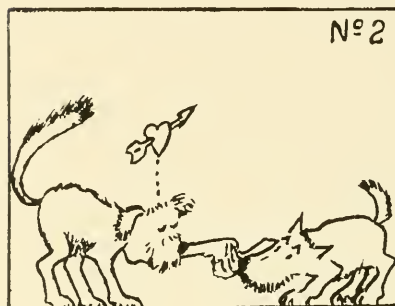
May it not be that motherhood,
A boom that now may come to thee.
May temper yet thy foolish mood
And bring thee sober gravity.
Accept I urge the canine mate,
The princely hound of lengthened
jaw

Who doth begrace the Captain's
cabin.

NIPPER HATH COME.
And if art blest with brood of
tender pups,
Mayhap the finer urgings of thy
soul,

Which now lie dormant,
Will blossom into full fruition,
And call-ed forth from thy past
aimless days,
Wilt know the joys of better ways.

C.C.



From SIDELIGHTS
Trip, 13, No. 8



RAGS
The Mascot of the Henderson



CARTOONIST FORWARD GETTING EXPRESSIONS.

SIDELIGHTS

IS

THE SALTY DAILY PAPER

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
"To Brighten the Ship and Lighten the Trip"

Editor: Chaplain Henry J. Fry.

Associate Editors: The Crew.

Cartoonist: Ensign W. J. F. Forward.

THE FOLLOWING PAGES ARE REPRODUCTIONS FROM SOME OF THE ORIGINAL MIMEOGRAPHED SHEETS. THEY WILL INTEREST YOU, SINCE-

SIDELIGHTS, FOR THE CREW, SIDELIGHTS, FOR THE TROOPS,

Announces the moving pictures, the "sings", "stunt nights", band programs, library hours, meetings of crew's organizations, lectures by returning officers, and the Sunday services.

Promotes and arranges the boxing bouts, organization of basketball, baseball and other sports.

Prints the daily world news received by radio and is the medium of general ship notices.

Innovates and promotes improvements for the crew's welfare, such as improving the reception room, getting better movies, securing new books and magazines, and similar things.

Is a center of daily interest in the routine of ship life; is an open forum for general discussion; develops an esprit de corps; gives many a laugh by its cartoons, jokes, boosts, and bangs.

Relates local ship's happenings, gives data on the troops carried. Has special articles, and drops a serious thought or two.

Is a memento of the cruise for after years, and copies sent home, and parts printed in local papers gives publicity to the ship, as has been the case in the New York Tribune, and Philadelphia Ledger.

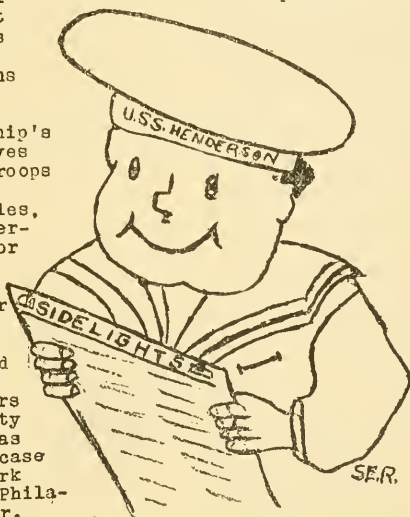
At once introduces them to all the various ship's activities for crew, in which they are included.

Announces the daily welfare program of the "Y", Red Cross, and "K of C" for their issues of fruit, candy, chocolate, gum, "smokes", books, writing paper, magazines, athletic goods, games, and other things to make the voyage comfortable.

Introduces the troops organizations and personnel to each other, makes clear the ship's routine and the various activities for the homeward trip.

Is the medium for 'lost and found' information concerning Red Cross Home Service work, etc

Is a remembrance of the westbound trip from France.



SIDELIGHTS, FOR FOLKS AT HOME.

Gives a picture of navy life, through the cartoons, the notices, write-ups and personals.

Is almost as good as a letter, and is an addition to any letter

Gives a glimpse of the happier hours at sea, and the efforts put forth to make the life normal under abnormal conditions through books, music, entertainment lectures, religious services and other activities.



SIDELIGHTS



PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON.
Trip 12 - No. 2.

Thursday, February, 6, 1919.

SAMUEL PEPYS, E.S.O., WELCOMES THE BOYS



The especial honor has been bestowed upon me to address a fitting word of welcome to you - the brave we carry home - but verily I can do you but insufficient honor. Nay, in sooth, it is ourselves we honor in the honoring of you. But I were unfaithful to my trust and it were indeed most unseemly did I not attempt to speak in my voice, the voice of all officers and men of our good ship - the voice which announces in unenimity - "Welcome". We do intend to provide you with a most pleasurable journey to our dear land and we do cherish the hope that you will never let fade from your memories our good ship which carries her precious load of heroes from historic yesterdays to sweet morrows shared in peace with those beloved.

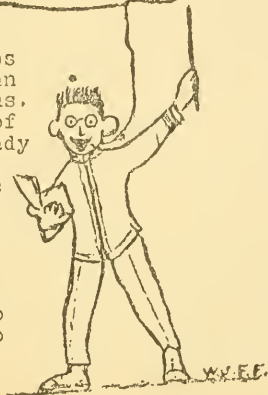
SING Are you ready? SING! Whether it's an oldtime moon song, or the latest Broadway hit, or a parody on last year's war song, or whether it's a well known hymn tune; whether it's just listening to the man who can put it over solo fashion, or humming along with a rough-house harmony quartette, or all joining in together on a song slide thrown on the screen -- if it's singing, if it's music, it drives away the blues, and whiles away the time and gets the crowd together. So,

Are you ready?
SING!!

Some of our passengers can give us songs between the movie reels. We have the materials for making song slides so the whole crowd can join in on the chorus. Perhaps the makings of a quartette has already pput in its appearance. Quartette music is aboard ready for use. If there is a piano player aboard who needs the score, or a violin artist, all he has to do to get music is to ask the Chaplain.

You will help the spirit of the crowd if you can

"ARE YOU READY?
SING !!!"



sing or play, or if you can do any sort of entertainment stunt, whether it be musical, or clogg dancing, or reciting, or whatever it may be. We can use separate numbers between the movie reels, and what is more we can work up an all-star vaudeville show, for the crew has talent for a starter and all we need is several numbers from the passengers.

So write your name, and stunt, and the number of your compartment on a bit of paper and drop it in Sidelights box in the barber shop, or see the ship's chaplain. Don't think that your stunt is not good enough. Talk it over.

BRIEF PERSONAL MENTION

Captain Robert W. Daniel, U.S.A. is a passenger aboard the Henderson, carrying with him to France two million dollars in currency weighing about ten tons! The two chief reasons for sending United States currency and coin to France at this time, are the protection of our returning troops and the aiding of French exchange. Heretofore many of our boys have landed in America with French money which they have had to exchange at a severe loss, which has also depreciated the value of the franco, which is already low. To remedy these conditions the War Department is now shipping United States money to France where the returning troops can exchange their money before they sail giving them a benefit of a fair rate and putting their countries money in their pockets for use aboard ship and upon debarking at home. General H. M. Lord, Director of Finance, has designated Captain Daniel to inaugurate this plan in France, hence he is aboard with much filthy lucre.

Chaplain William Veit, U.S.A. is aboard the Henderson in accordance with the plan of the War Department to do all possible for the returning troops. While his work will have to do chiefly with the returning boys he is anxious to be of service to the men of our crew in any possible way and is cooperating with Chaplain Fry and Secretary Atchison. Chaplain Veit is a priest from Sioux City, Iowa. He had his training as a Chaplain at the Chaplain's School at Camp Taylor and is now fulfilling his first appointment as Army Chaplain assigned to The U.S.S. Henderson.

Lieutenant D.M. Fleming, U.S.A. has also been assigned to the Henderson for duty. In order that the debarkation and distribution of home-coming troops will proceed with the least possible delay, the War Department, in conjunction with the Navy authorities arranged a course of instruction for about a hundred and fifty Army officers to train them to facilitate the movement of troops. Each officer upon completing the course was then assigned to a U. S. Navy Transport as Transport Personnel Adjunt, his duties being those of Liaison Officer between the authorities of the ports of debarkation and embarkation; Co-ordinating Officer between the Navy and Army Officers aboard ship; and assistant to the Commanding Officer of the returning troops.

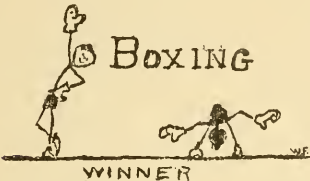
FARMERS - DIARYMEN - MILKMAIDS -- ATTENTION!

A discussion of vast scientific import was held at the Senior Officer's Mess last night. The subject possesses more complexity than the priority of the hen or the egg, and is as readily solved as the consequence of contact between an immovable body and an irresistible force. An erudite battle raged between the redoubtable gladiator of reason, Lieutenant Thomson, and that potential lancer of logic, Chaplain Fry. The stupendous subject is none other than the proper geographical position from which to take up that maidenly task of inducing laotic fluid from the bovine species, or as it is tritely put by the practiced artificer of the task: "From which side do you milk a cow?"

In several of the premises the two scholarly opponents find themselves in agreement. These premises briefly are: First, that all cows not manifesting carnivorous impulses may be approached from forward. Second, the operator proceeds on a main line to the well-deck meanwhile keeping a weather eye on the stern sheets. The point of contention is: SHOULD THE COW BE MILKED FROM THE PORT OR STARBOARD SIDE? The Bureau for the Facilitation of Cow Milking has offered the prize of one Havana-filled cigar for the winner of the debate. The Chaplain holds that the starboard is the proper side, while Lieutenant Thomson maintains that it is the port side. No agreement is in sight and a reward of 17,000,000 pesos in Villa money or .15 in American money will be awarded to the person helping in the solution. Let us have a letter from YOU.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
 Trip 12 - No. 10. Friday, February, 7, 1919.



WINNER

Passengers how many mitt artists are there among you? If you produce the goods we can arrange a boxing tournament for the crew has the men to meet all weights. How about putting on an afternoon's performance of six or seven bouts. Drop your name, weight, and compartment number in Sidelights' box, or see the Chaplain.

MOVIES

There will be no movies today for passengers or crew because of keeping compartments clean for to-morrow's inspection after to-day's field day. Field day in A505 yesterday unexpectedly prevented performance of announced movies.

Movies To-Night -
 PASSENGER OFFICER'S MESS

7:30

Current Events Club To-Night

A meeting of the Crew's Current Events Club will be held this evening in the C.P.O. Mess, port side of main deck, at 6 o'clock this evening. All regular members will be present and new members are welcome. The magazines of the crew's reception room give us all the material we need for working up the papers read at the meetings and for taking part in the general discussions which follow. Here is a way of keeping in touch with the world's events while we are isolated at sea. Will YOU join?

Oh, you politicians
 Like yeomen and musicians,
 You've got the softest billet
 And you don't work hard to fill it.
 Oh, you politicians,
 You've got it soft, that's true,
 But some fine day
 I'll find a way
 To get a drag and make it pay.
 Then I'll be corkin' off with you,
 That's true. FGA



- 1 -

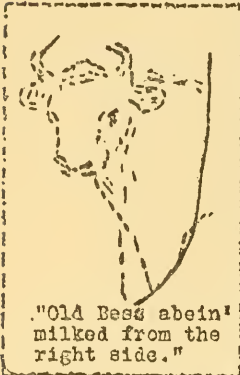
- 2 -

Officer to sea-sick negro soldier: "Is your stomach weak?"
 Sea-sick negro soldier to officer: "No, Suh, It's athrowin' jest as far as the rest of them, Suh."

Up yuh come, sailors! Snap out of the hop! We want news as lively as misquitoes in Jersey. You fellows with a strangle hold on the scuttlebut, don't act as if you had writers cramp. Keep your ear glued to the conversational buzz and build up a connection with Sidelights. We want dope enough to keep the editors as busy as a one-armed floor layer with the hives. Don't pass the buck when you get an earful. Wear out the Sidelights' boxes. Come across. Up yuh come!

BULL ABOUT COWS

Dere Editor: Well I'll be gol durned of ever I hearn tell of sech conflag-



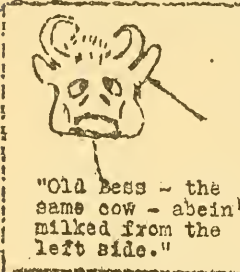
"Old Bess abein' milked from the right side."

gasted foolishness. Amilkin' a cow on the left side! Why gosh my swabuckles, my son in law, Siles - well, his wife, Anemia - you see, she's from the city and don't know nothin' Better - she set out one day, it was only last month ef I recollect rightly, to milk our old Bess and gosh almighty ef she did'n't set her stool on the left side of that



"I ain't no city swell, ye kin see."

mully. I did presume likely, Bess would kinder resent sech tomfool treatment, but durned my gude, didn't Bess, our gentle old mully, let go with her hind leg and Anemia is jest



"Old Bess - the same cow - abein' milked from the left side."

now about able to do light chores around the house - Bess mained her so. No cow, nohow, kin stand for left handed milkin'. It's aginst nature. It's aginst all common sinse, why even Tom Carlton, what aint quite right in his head, would know that much. Enybody'd know that much. Well, jest to show you that I knows what I know I enclose my picture. You can print ef you want. I aint got no objections. You kin kinder size me up, that I aint no city swell, but I know what I know about cows you kin bet. My son Jim, what's bin to college, he's a regular picture taker with his camera. He has all kinds of views from the old place. Well he was amakin' in' scenes when Anemia was a tryin' to milk

Old Bess and by heck didn't he jest catch that mully's durned expression jest before she kloked. And I'm sending you another picture of Bess as she looks natural abein' milked from the right side. Pictures don't lie, Mr. Editor, as Solomon said, you can't arg agin them. So here's my proof and I'll be lockin' fur them fifteen million pesos - or whatever they're called.

Very respectfully,
Ezra Perkins.

Ma Deah Editere:

Believe me, old top, was thoroughly distressed to learn of your beastly dilemma. May it not be solved by referring to algebra. "x" would equal the unknown side of the noble quadroped; "y", the placid fluid; and "z" the gentle animal herself. Hence x-y-z, etc.- Can't quite work it out myself, old fellow. Figures are such a bore, you know. Ofcourse the worthy oow presents the question of the eternal feminine otherwise I should say it was all bull: If the controversy is from which side the cow should be milked, it seems bally well certain that it is from the outside, Ha, Ha. Now having selved your problem, may I ask your assistance in solving mine? Where should I punch a can of milk to open it - provided I obtain in some miraculous manner - the can?

Bye-the-bye; CHOLLY.

"In rare cases, on left handed farms, by force of habit, and to avoid disaster, such delicate operations as milking a cow can only be conducted on the port side."

"I believe the side for milking all depends upon the cow. Never the-less a cow should not be milked from the wrong side, or you will receive nothing but buttermilk."

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
 Trip 12 - No. 11. Saturday, February, 8, 1919.

SATURDAY MORNING



THE HENDERSON PEPPYS: -

W.J.F.

The memorial service which will be held on the welldeck to-morrow morning by Chaplain Fry is in memory of one of the ship's company, Harry Albert Vermet. He was on a liberty party last Sunday morning making his way from the American docks to Bordeaux, and was attempting to get a ride on an army truck, mounting it while in motion, when he was swung under the heavy wheels. He died that afternoon, a young man just facing life, unexpectedly out down.

Arose betimes. A most thorough field day attempted in spite of the anger of the sea Gods, whose full fury we were made to feel this day and whose anger was not to be appeased. Our popular song composer continues to enliven us with his music. Good Chaplain Veit and John Acheson, Esquire, engaged in plans for show, and more talent eagerly solicited. No cinema held forth at eve but plans for better production expedited, and so tobed at an earlier hour.

Look up and not down,
 Look out and not in,
 Look forward and not back;
 And lend a hand.

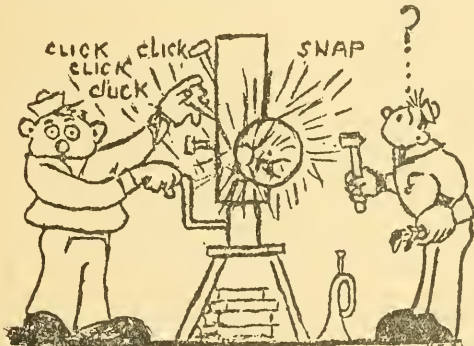
At chow, three hours after being jabbed for typhoid, Micky turned pale. Slats, at the end of the table, was watching him closely and sang out: "Say Micky, if you faint, kin I have your pie?"

CREW'S LIBRARY OPEN TONIGHT. This line is just to fill the space

Crowded conditions in the carpenter shop have prevented a number of the crew from enjoying the movies on the homeward journey. This is now being changed and the ship's gang can have about the same sort of evening's entertainment going west as they enjoy on the trip to France. From today on, our passenger troops will have their movies daily in A 505 so they will be expected not to enter the

crew's regions during the evenings in order that the ship's compliment may have the carpenter shop to themselves. The moving picture machine has been elevated giving greatly increased seating capacity as was done in A 505. The piano will be kept out of the way lashed to the hawser reels and need not be moved, and the screen will be moved back against the bulkhead.

There will be a good show to-night and another to-morrow night. See the program for the features. The orchestra will also play to-night. All out!!!



BETTER MOVIES FOR THE CREW

THE NEWS

It is evidently President Wilson's intention not to withdraw his interest from the Peace Conference upon the ratification of a Society of Nations, in view of the fact that he plans to return to Europe, March, fifteenth, having remained in Washington only long enough to sign necessary bills during the last days of Congress.

There was fighting in Berlin yesterday between the Spatacides and government troops. A mob near the Alexandria Plaza disarmed soldiers and tore off their uniforms and overturned machine gun trucks resulting in a riot costing many lives.

The United States will maintain an army of not less than half a million, which can be used wherever necessary, upon authorization.

The demobilization of Germany's army is almost complete, and the British staff does not think it is possible for Germany new to make a military effort.

The Senate confirmed the nomination of Crowder as Judge Advocate General of the army for another four year term.

A six million dollar revenue bill approved by the House last week was adopted late yesterday by the Senate.

SCUTTLEBUTT'S DEURILUM TREMENS

You who whine about the ship's slow, toiling struggle to reach a western port, bah, it would fit you better to rake your brains for the prayers^{OW} will babble in the delerium that creeps upon you unseen. You who dribble now, wait - wait, I say, till in your stark madness you sink amid the hissing swirl of swishing water. You laugh? Ah, but our fuel is almost gone! The wind rises. The rivet heads snap off like rifle bullets. The bulkheads bend. They give! You laugh? Wait. Cold and ice and a wind of daemonic fury lie but a league ahead. Damp and chill in a fuel-less hull will you stand shivering, the marrow turning to ice in your bones. Your uncooked food will choke you. You will desperately cling to your bunk in the ship, rolling and pitching, without power, at the mercy of Hurculean seas. You try to stand on a treacherous deck, you, a gyrating, gesticulating madman, shouting to your miserable fellows above the howl of the rising tornado, trembling as the helpless bulk under your aching feet trembles and quivers under the merciless pounding of mountainous seas. Your curses are drowned in the thick flying spray. For every dark blue sea that crashes its weight over her weakening structure, there are a million more lying in wait, in that driving fog. The seams weaken - a bulkhead gives away - you rush to the deck, one of many crushing out each other's lives in a hellish race for safety. The cold pumps stand dumbly idle, mocking you. She lists - you scream. You are wild eyed. You jump! You struggle and still you struggle - you grow weaker - exhausted, you fight on - you go down - a clutch - a rope - a life raft! Good God, you hope - you cling stiff and numb - an hour passes. You dream. You laugh and well you may if laughing you can sink thru the cold dark depth to your grave. A sea crashes over - you lose your grip. With a gasping gurgle you give in. - You doubt?

When eight bells tolls the knell
of parting day,
And restless surfs run madly
o'er the sea?
Th' Henny homeward plods her
weary way
And makes us all as sore as we
can be.
L'envoi -
Her feeble thread across old
Neptune's plain
Doth give us all on board much
cause for pain.

LOST

A sense of humor listening to scuttlebutt; reading the stuff that is being passed out, our speed. Hearing the darnphool questions about how many knots we are not making, how much oil we have'nt got, how many turns we've dropped, how many miles we did'nt cover. Gosh, how I suffer.

MOVIES

FOR THE CREW IN A-505
FOR OFFICERS AND PASSENGERS IN P.O.MESS
at 7.30



SIDELIGHTS



PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
Trip 12 - No. 12. Monday, February 10, 1919.

In Memoriam

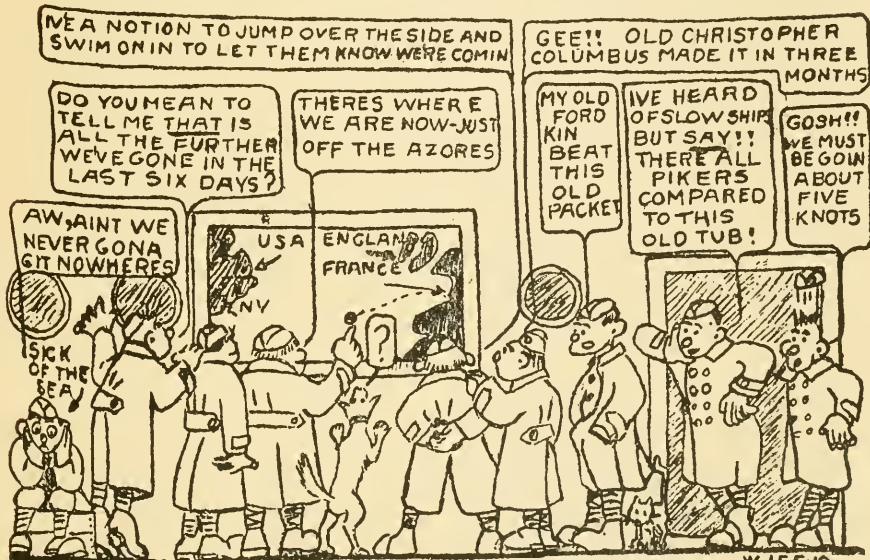
The Henderson carries back to America the remains of Richard Norton, organizer and leader of the famous Norton-Harjes Ambulance Unit, the famous American Ambulance Service which he made possible. He called it into being during the early days of the war and it grew to number eight hundred cars. During the years when the American flag was not seen on French soil, it was one of the few outposts of Americanism, representing the Stars and Stripes to thousands of French soldiers whom it served, with marked efficiency and untiring energy. Richard Norton, one of the first Americans to throw his energies into the struggle is fittingly returning to his native shores aboard the Henderson, the "first to France".

For The Boys.

The people of the States through their chosen welfare organizations are doing all in their power to make the return journey of their fighters as enjoyable as possible. The Red Cross has placed aboard, comfort kits, underwear and some candy. The K. of C. has also given some candy, smokes and athletic goods. The "Y" has placed aboard the lion's share of materials, including many movie films, oranges, and lemons; cigarettes, candy, magazines, writing-paper athletic materials, song materials, and other things. Chaplain Veit is cooperating with Secretary Atchison in distributing these things, and each day will see the men receiving some reminder of America's regard for her fighting men.

The Tournament

The crew is responding to the coming boxing tournament and we expect the passengers to come across in the same style. Harmon, Walton, Dettling and Putname have already turned in their names, and many others are on the way. A hundred passengers are aboard who are in physically fit condition and we are counting on several of them stepping forward. The fight cannot have the interest possible, if the troops do not come across. The bouts will run but three rounds. It will not be a professional melee for blood, but all for good sport and an afternoon's entertainment for everybody. Come on!



DAILY COMMENT ON SHIP'S PROGRESS.

W.J.F. 19

EDITORIAL CORRESPONDANCE



"I'm enclosing a photo of my first lecon in baking."

bakry. Ima enclosing a photo of my first lecon in baking, but I aint akickin' as I'm a willing to do my bit so as how to get back to the plow. Them thar french gals and vin blanche and conyak is swell but give me the old USA and if miss Liberty ever sees me again after we reach New York, she'll hev to turn and look the other way, cause I'm headin' west.

Joshua L. Dupps.

P.S. - I hev a hard time astanding right side up on yer ship on account of these here hobnail boots of mine.

BOILERMAKERS

A P.H.M. TO HIS LOVE

Dear Ed-
This is an
Open letter
to Rebel Pate
Rebel, I
Understand
That you are
The boilermaker;
If this is true,
What does a
Boilermaker
Do in the Navy?
It strikes me
That you are
About as busy
As a policeman
In Heaven.
Honest, Reb,
I wish you would
Lend me a book
Which contains
The dope on
How to do it,
Or rather,
How to avoid
Doing it.

Oh, would that I, my Mary, were an acid,
A living acid; thou an alkali
Endow'd with human sense, that, brought together
We both might coalesce into one salt,
One homogeneous crystal. Oh, that thou
Wert carbon, and myself were hydrogen;
We would unite to form olefiant gas,
Or common coal, or naphtha, would to heaven
That I were phosphorous, and thou wert lime!
And we, of lime, composed a phosphuret.
I'd be content to be sulphuric acid,
So that thou might be soda. In that case
We should be Glauber's Salt. Wert thou Magnesia
Instead we'd form the salt known as Epsom.
Couldst't thou potassa be, I, aqua-fortis,
Our happy union should that compound form,
Nitrate of Potash-otherwise saltpetre,
And thus our several natures sweetly blent,
We'd live and love together until death
Should decompose the fleshy tertium quid
Leaving our souls to all eternity.
Amalgamated. Sweet, thy name is Briggs,
And mine is Johnson. Wherefore should not we
Agree to form a Johnsonate of Briggs.

Punch

Request from yesterday's "Pepys":

"Maybe a soft word from Sidelights may turn Neptune's mighty wrath."

To Sam Pepys, Esq.

Sir: At your request the following was dispatched to Neptune:-

"Nep, Old Boy, Whatthellldoyoumean?" Ed.

Gob to O.D.: "I met a young lady ashore last night, sir, and I guess she's comin' aboard to-day. If she asks for the Captain you'll know she means me."

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON

"To Lighten the Ship and Brighten the Trip"

Trip 12 - No. 18

Wednesday, February, 19, 1919.

Saturday's Program

- 2.00 - BOXING TOURNAMENT and BAND CONCERT on well deck.
If weather compels cancelation, the troops will have moving pictures in A-505 - "THE COOK OF CANYON CAMP"
- 5.30 - Crew's Library open.
- Red Cross Comfort Kits will be issued to the crew at supper.
- 7.30 - Crew's Moving Pictures - "THE SHELL GAME" with Emma Wheler.
- 7.30 - Officer's Moving Pictures in P.O. Mess - "HEREDITY" - Madge Evens.
Confession preparatory to to-morrow's mass will be heard by Chaplain Veit in his stateroom, No. 3, on starboard side of superdeck, from 4.00 to 6.00 and from 6.30 to 7.30.

Sunday's Program

- 9.00 - Mass by Chaplain Veit in A-505 for passengers and crew.
- 10.00 - Protestant Service for crew by Chaplain Fry in carpenter shop.
The band will render special music.
- 10.00 - Protestant service for passengers by Mr. Acheson in A-505.
Officers are invited to all services. If the weather permits they will be held on well deck.
- 2.00 - Troops's moving pictures - "DAVID GARRICK" with Justin Farnum.
- 3.30 - Sunday afternoon band concert on well deck, weather permitting.
- 6.30 - Meeting of Crew's Current Events Club.
- 7.30 - Crew's Moving pictures - "HEREDITY" with Madge Evens
- 7.30 - Officer's moving pictures - "THE SHELL GAME" Emma Wheler.

BOYD vs BALDWIN
DAYTON vs JOHNSON
HARMON vs AZUCENAS
Pvt. WASHBURN vs HOLLINGSWORTH
Sergt. SHUK vs COLLINS
Pvt. WELDON vs BLACKWELL
Other bouts are being arranged.



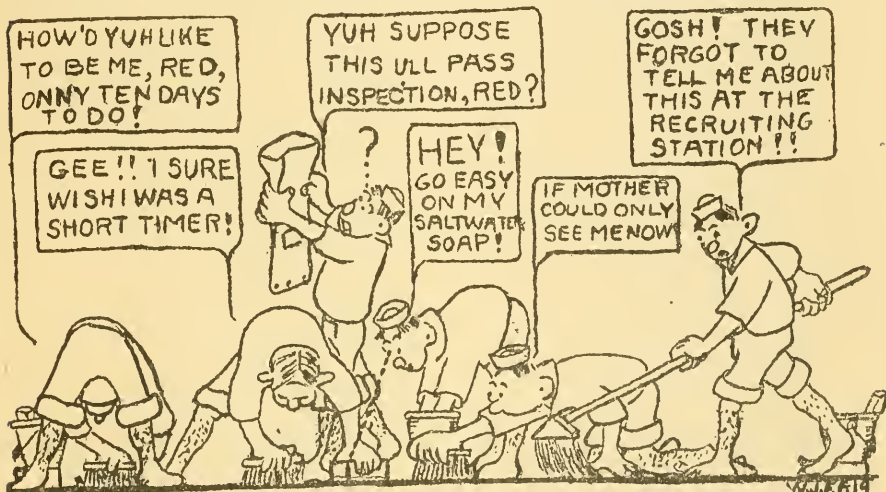
If the roll increases or rain set in, the fight will be postponed but as this goes to press it has been decided to hold the tournament this afternoon.

We are short of fighting gloves so members of the crew bring these you have been scrapping with.

Each man is to tend to his uniform and select his second. Make arrangement as to disposition of prize money before entering ring.

Referee: Ensign Bonivere, USN.

Judges: Lieutenant Hughes, USA.
Lieutenant Collins, USA
Ensign Duncan, USN.



▷ SCRUBBING BAGS & HAMMOCKS ◁

SPORTS ABOARD THE HENDERSON



BOXING

Again postponed on account of the weather.

Troops
A-505 2.00
PADDY O'HARA
with William Desmond

Crew
Carpenter Shop 7.30
PADDY O'HARA
with William Desmond

Officers
P.O. Mess 7.45
MR. GOODE; THE GOOD
SAMARITAN
with Margarette Marsh
2 AM

MOVING PICTURES



GLO

Two programs below, daily, at noon and after supper, both fore and aft.

HOMeward BOUND

The U.S.S. Henderson -
Dear Ship:
BEING THAT you are
A SHIP and
THAT ONE does'nt
USUALLY TALK to
SHIPS, And also
SINCE YOU are
FEMININE, I don't know
JUST WHAT to say
TO YOU. But
THIS IS what I am
THINKING OF now -
THAT ALL things end,
EVEN THE worst of wars,
AND NOW that our journey
ACROSS THE big pond
WITH YOU
IS ABOUT to end,
I HAVE a little lump
IN MY throat
AND I won't get rid
OF IT until I let you
KNOW THAT there will
BE SOME recollections
THAT SHALL not end
'TILL LIFE itself
IS ENDED.

YOU ARE the
KINDLY HAND
WHICH LEADS us from
STRIFE AND hatred
AND BLOOD to quiet
AND PEACE;
THE BRIDGE from ruin
AND DESOLATION and blight
TO HOME and rest;
THE BLESSED transition
FROM MALICE and feud
AND MURDER
TO THE happier ways
OF CONSTRUCTIVE life
AND BROTHERHOOD.
AND IF that is'nt enough
FOR CAST-IRON plates
AND RIVETS to do
I'D LIKE to know
WHAT IS?
I'D LIKE to know
WHAT GREATER service
TO PATRIOTISM
OR HUMANITY
COULD BE rendered.
THAT IS why
I MUST
THANK YOU
Just a Buck Private.



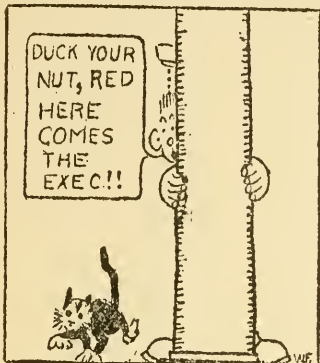
SIDELIGHTS



PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON

"To Brighten the Ship and Lighten the Trip"

Trip 13 - No. 1. - Eastward Bound - Tuesday, March, 5, 1919.



SIDELIGHTS gives expression to the hearty word "Welcome" from all the officers and crew of the Henderson to our new executive officer:

CAPTAIN WILLIAM H. SHEA.

"Here comes the exec". We hope he is agglad to come aboard as we are to have him aboard. SIDELIGHTS snaps to attention and salutes, promising more than obedience, promising active voluntary co-operation.

80

EVERYBODY - UP!

(There were many requests for additional copies of the History of the Henderson, published last trip. Further, there are a number of errors in that report. We are therefore printing a corrected and more complete story of the Henderson's war-time experiences.)

THE HENDERSONS RECORD

The story of the U.S.S. Henderson rivals any that can be found among American transports. She has experienced everything that a vessel can experience in time of war, with the exception of being torpedoed, having survived submarine attacks, a serious fire, and three collisions.

Together with the Leviathan, Agmemnon, Great Northern, and Northern Pacific, she heads the list for number of round trips made to France during the war, having completed ten. And she stands sixth on the list for the fastest record of days required to make the cycle, having made it in twenty-five days.

The Henderson is Naval Transport, No. 1. She was built at the Philadelphia Navy Yard and was designed as an advance marine base with accommodations for a crew of almost two hundred, and approximately two thousand marines together with horses and complete equipments. During her present war service she carried a crew of three hundred and fifty, and owing to her stowaway-bunk equipment is now practically a hospital ship bringing home each trip thirteen hundred wounded.

The Henderson's completion was hastened by the declaration of war with Germany and she was commissioned May, 24, 1917 and left

THIS MEANS YOU

SIDELIGHTS IS WHATEVER YOU MAKE IT
Nothing more or less.

Come on crew

The east-bound trip is the time for the local
knocks and bangs.

AND HOW ABOUT SOME CARTOONS?

There are new SIDELIGHT'S boxes at the log room and in the forward
passage way.

AND YOU "Y" PASSENGERS, WE ARE COUNTING ON YOU.

SIDELIGHTS IS WHATEVER YOU MAKE IT

Nothing more or less.



THE HENDERSON'S RECORD, continued)

Philadelphia under the command of Captain George W. Steele. She sailed for New York to get her first load of troops with yard workmen still aboard, and her mainmast not yet set up. She sailed for France without a trail trip, being among the "First to France" as a member of the first convoy of American soldiers and marines.

On her maiden voyage one of her two generators blew up leaving the total work to one, and to relieve this her steering gear was worked by hand which was further complicated by steering gear difficulties, a hazardous situation in zigzagging convoy formation.

During the Henderson's second trip the convoy encountered a submarine attack off the coast of France. A hot battle ensued during the early morning hours throughout which the Henderson used her starboard battery of four five-inch, fifty-calibre guns.

She was with the Antilles when that ship was sunk watching her lower life boats and then go down stern first within six minutes after the explosion, with loss of life. The Henderson left the vicinity full steam ahead together with the Willehad which fired several shots at the attacking submarine. At another time she was twelve hours distant when the President Lincoln was sunk and later passed through debris which was thought to have belonged to that ill-fated ship.

In the late fall of 1917 she rammed a freighter, at anchor, while coming down the Loire out of Saint Nazzaire but no serious damage ensued to the Henderson.

During November, 1918, while in convoy formation the Finland's steering gear jammed holding her rudder hard right swinging her into the Henderson which was approaching abaft to starboard. The Henderson tried to avoid the collision but too late and the Finland's bow struck her directly amidships, where decks were filled with wounded. She bounced back but struck again, and again a third time. Several life boats were carried away and one of the compartments sprung a leak. Only a calm sea and favorable weather conditions averted a serious disaster.

On the first day of July, 1918, smoke was observed forward. Fire was discovered in No. 3 hold immediately over the forward magazine which was at once flooded. The blaze had made such progress that all efforts to stem it were futile. The passengers numbering fifteen hundred sailors and marines were transferred to the already crowded VonStueben by the Destroyers Paul Jones and Mayrant which then turned back with the Henderson toward the states six hundred miles distant. Her situation became serious as the water which was flooded in to put out the fire gave her a starboard list of twenty-five degrees. Then her crew, except the minimum number necessary to run the ship were put aboard the Mayrant which proceeded to Philadelphia and the Paul Jones stood by the Henderson while she made her struggle for port. A rising wind and sea caused her to suddenly keel over from starboard to port. The possible disastrous consequences of this sudden rush of water in her holds from one side to the other was only avoided by the quick action of Captain Steele in instantly throwing the rudder hard right. Fog and bad weather continued but on July, fifth, the Henderson steamed up the Delaware River under her own power a journey further delayed by going aground for several hours in the harbor.

After the fire's damages were repaired she left Philadelphia for New York, now under the command of Captain William R. Sayles. Off the Jersey Coast she sighted what appeared to be a submarine, turned her bow upon it and then made for shore. Almost immediately she passed through the floating oil from the tanker Frank W. Kellogg which the submarine sank two hours previously. Then some weeks later it was discovered that her bilge keel was damaged. These two facts have been connected with data discovered concerning the German submarine U-139. She cruised American waters the time of the Henderson's encounter and had her periscopes broken and her conning tower bent by a transport which rammed her. These facts are being verified by the Office of Naval Intelligence and if this is verified it will mean that the U.S. Naval Forces had contact with the enemy off the American coast during the war, and will be another feather in the cap of the Henderson's war-time record.

SIDE LIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
"To Brighten the Ship and Lighten the Trip"
Trip 13 - No. 2. - Eastward Bound - Wednesday, March, 6, 1919.

THE HENDERSON IN PRINT

The U.S.S. Henderson is getting into print and we know she deserves it. We are proud of our ship and of her war-service, so when the reporters come aboard we are able to give them what they call "good copy". It is possible that by the time we reach home again some of the material sent in may have already been printed, but at all odds a number of readers of various magazines and newspapers will know more about the Henderson than they did before, before many weeks have passed.

To THE CONVOY, a new magazine published in the interest of the activities of the Crusier and Transport Force, we sent "THE HENDERSON'S RECORD" as it appeared in yesterday's Sidelights, together with one of the large new pictures of the officers and crew and also an enlargement of the Henderson herself.

To THE FLEET REVIEW we sent the story of "THE HENDERSON AND THE U-139", and they also received a picture of our personnel and another large print of the ship.

To OUR NAVY we forwarded a number of copies of SIDELIGHTS and a description of the crew's welfare activities together with the general history of the Henderson and several pictures.

Our Philadelphia men will be interested to know that the New York representative of the PHILADELPHIA PUBLIC LEDGER asked for a complete file of Sidelights and also the historical data, together with photographs, with the purpose of making a full page write-up concerning the Henderson in a Sunday edition of The Ledger, featuring some of Mr. Forward's cartoons which will be reproduced.

The BROOKLYN DAILY EAGLE has also written for a history and photographs with the purpose of making up a booklet, and according to reports, and several newspaper clippings received, the members of the crew have sent "Sidelights" to their home towns and parts of it have been printed in local newspapers.

So here is another reason for continuing to help make SIDELIGHTS one of the best ship's papers printed on the Atlantic, for SIDELIGHTS is whatever YOU make it.

MOVIES

CREW - "The Circus and Life" & "The Live Wire and Lovds Sparks"

OFFICERS - "The Captain of His Soul" & "Whose Baby?"

FOR THE CREW - A SHORT "SING & BAND CONCERT"

UP A-W-W-L HAMMICKS! HEAVE OUT AND LASHUP!

KILL IT!!

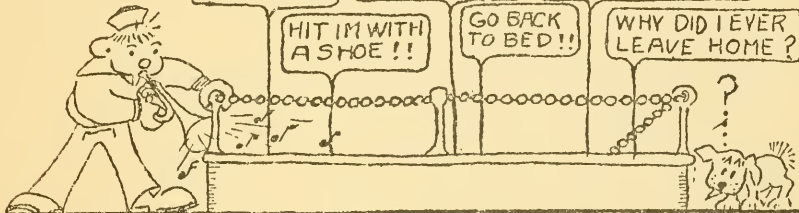
CHOKE IM!!

LEMME SLEEP!

HIT IM WITH A SHOE!!

GO BACK TO BED!!

WHY DID I EVER LEAVE HOME?



-WJFF-19-

6 A.M. REVEILLE

Lady to wounded soldier in hospital: "You must have come through some pretty tight squeezes?"

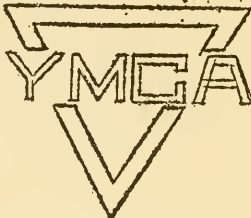
Wounded soldier, guiltily: "Well, ma'am, the nurses were pretty good to me".

Editor: Chaplain H. J. Fry. Associate Editors: The Crew.

A WORD ABOUT THE "Y"

We judge the "Y" as 'there with the goods' when we think of the splendid service Secretary Acheson renders our ship and his work for the returning wounded, or when we meet the thirty-nine "Y" passongers now aboard, and enjoy their lectures and entertainments and note the calibre of the personnel. Yet the verdict of the wounded we carry home is just the reverse. They have little that is good to say for the "Y". The crew will therefore be interested in having some straight facts about the situation.

The "Y" like the soldiers, a service in all its details ent- It built over two thou- to eighteen thousand transported an army of America's talented ers, and lecturers; it ing picture supplies, writing paper to be used



million sheets a day - anything and everything to make the Hut a center of wholesome relaxation. This program was entirely free to everybody and always has been and still is - a program of which General Pershing said: "I would rather have nine hundred men with a "Y" than a thousand men without". Then why the criticism?

The "Y" was asked by the government to take over the Army Canteen a purely business enterprise, doing over five million dollars worth of business monthly. The very size and efficiency of the "Y" brought it this unwelcome responsibility, and required SIXTY-FIVE percent of its secretaries. It still maintained its original program but it now had a buy-and-sell proposition in its hut through no fault or desire of its own. To aggravate this, while the government had sold its stuff at original prices without costs of any transportation, the "Y", a private enterprise, had to buy Piedmont cigarettes in Virginia and then pay the heavy war transportation prices, standing losses of whole shiploads of their supplies through submarine attacks. Though the "Y" has consistently lost money on the canteen business, as shown by their books regularly audited in Washington, the prices immediately soared, and the soldier naturally said: "Did't my folks give the "Y" money to give me stuff? And now they're rooking me". The "Y" at that moment was giving him all its established program, but the canteen in one corner of the hut, "queered the rest of the game"; the cost prices there charged due to no fault of the "Y".

Mr. Sargraves, Hut Secretary at Brest, bought four hundred dozen handkerchiefs which the men wanted badly, for .29 apiece. The French charged them .40 for them; the "Y" then sold them for .20, losing .09 on each. But the newly arriving doughboy thought the "Y" was making money on him at .20 because he could get the handkerchief in the States for a dime. Further, since September the government promised to supply the "Y" with their smokes at cost, without transportation, or insurance, or war tax charges, and the "Y" sells cigarettes at cost prices, but the government can only give it thirty percent of what it needs, and the "Y" buys the other sixty percent as a private firm, paying all the extra costs, but still selling it at a loss, to keep its prices low and uniform.

Another element in the situation lies in the fact that the government has assigned certain welfare organizations to certain areas with specific duties. The "Y" and the "K of C" are to work only with well and fit men, and only behind the lines where the hut will be most effective and where eighty percent of the army are stationed. The Red Cross is to care for the sick and wounded, and only that. This explains why our returning wounded have had dealings with only one welfare organization and that the Red Cross. The Salvation Army, with its small force and absence of building organization is to work at the front where it is allowed to give materials away. Since the Salvation Army cannot take over the whole front the "Y" is to take over the remainder. Here it is allowed to give away smokes and eats, which is not permitted in the huts, and the "Y" has thus expended a million and a half dollars, and lost eight secretaries of whom two were women and had thirty-one wounded.

The "Y" like any very large organization - like even the Army or Navy - has made mistakes in personnel and methods, but it has put over a good program which has been underrated by the unfortunate canteen duties thrust upon it, and by assignment to positions chiefly behind the lines.

Chaplain Henry J. Fry.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
"To Brighten the Ship and Lighten the Trip!"
Trip 13 - No. 7. - Eastward Bound. - Wednesday, March, 12, 1919.

PROBLEMS OF PEACE

6.45 A LECTURE FOR THE CREW IN A-505 ILLUSTRATED WITH SLIDES

By Professor Alfred C. Lane, SoD.
EX-State Geologist of Michigan
Professor of Geology and Mineralogy, Tufts College
Teacher in the S.A.T.C., etc.

Professor Lane discusses the problems that the Peace Conference is facing along the lines of racial mixture, economic problems, raw resources, etc. This is a unique opportunity to hear a trained specialist on the problems now facing Europe.

7.15 Band Concert.

7.45 "SUSAN ROCKS THE BOAT"-Five reels.

For Officers and Passengers.

7.45 "THE ARGUMENT", Five reels. "A BACHELOR'S FINISH", one reel.

8.00 Band Concert.

BASKET-BALL

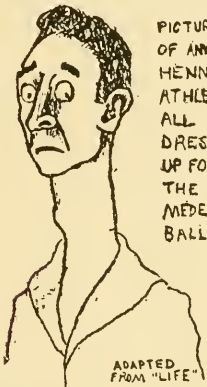
The U. S. S. Henderson basket-ball aggregation with a small delegation of boosters took a jaunt to Jersey City the evening before we sailed, where they lost a hotly contested game to an Army quintet of that city, by the score of 35 to 21.

The was exciting from start to finish and was featured by the effective team work of the opposing team, Maloney of their five, thrilled the large crowd of spectators with his clever floor work and accurate basket shooting, while "Speed" Beatty, the Henderson's fast center broke into the hall of fame with his sensational basket ball shooting, making many of the cages.

Our defeat was due to the loss of Sam Putnam, recently released from the service, and by the absence of Collins who was unable to

appear the night of the battle. Further, we are handicapped by lack of team work. We outplayed our opponents the first ten minutes of play, but lost pep toward the conclusion of the game due to lack of training. The ball was in play near our goal the major part of the time but we failed to manifest a good eye for the cage.

We are planning several periods of practice in France, if it is possible to secure a gym. The daily passing-practice hours are developing speed and the promise is for a good future for the Henderson Basket Ball team.



PICTURE
OF AN
HENNEY
ATHLETE
ALL
DRESSED
UP FOR
THE
MEDICINE
BALL

ADAPTED
FROM "LIFE"

"JAZZ"

NEWS

COMA, MICH bids for Williard-Densy fight. Kicks in with offer of six million. "No burg can outbid us when we have our bidders on. If six aint enough read telegram upside down and make it nine. Rough-est town in world. Even canaries sing base. No competition to fight as sheriff's three-legged calf died last month. Two chink laundries and free water traugh." N.Y. Eve Journ.

THANKS "Having been constant readers of SIDELIGHTS we wish to test our appreciation for its entertainment. And we thank the "y" men for their evening entertainments, and the commissary department for the good chow, and the officers and crew for their courtesies. We will always remember with pleasure our trip on the Henderson.

THE TONOPAH DRAFT.

THE PEDICULUS CORPIS

AH, BREAKERS AHEAD!

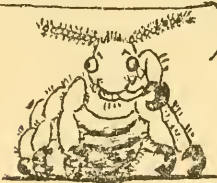


NOW I'LL HAVE A NICE BATH!!

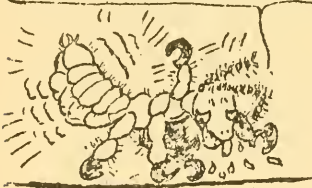
HACKMAN'S HARMLESS SELF-
INFLECTING COOTIE EXTERMI-
NATOR



AND LICK MYSELF NICE AND BRY



GOSH! I FEEL ROTTEN!!



GLADLY I DIE FOR THE FATHERLAND



"SYMPATHIZING WITH SHEP"

"Dear Dad", he wrote, "I'm here in France,
And sharing in each Yank advance.
We're driving back the filthy Hun;
The Heinies now are on the run,
And I am well and strong to-night,
Except for little things that bite."

"Do you recall those happy days
We sat before the log-fire's blaze,
Within our little parlor snug;
With Shep asleep upon the rug,
And heard the clock tick on the shelf
Except when Shep would scratch
himself?"

"And there were times; with sudden
ziz,
He'd bite himself upon the hip;
Then turn himself in manner queer
To scratch himself behind the ear;
Then like the whirling of a gale,
Get up and madly chase his tail."

"Well Dad, I do not want to brag,
But since in France I serve the flag,
I'll say, in running down a flea,
Shep never had a thing on me,
In fact, I think I've learned to do
Some twists our old dog never knew."

"We used to scold and put him out,
We would not let him stay about,
Then he began to thump the floor;
But, oh, when I get home once more
I'll let Shep scratch the evening
through,
Because, you see, I've had 'em too."

by Edgar A. Guest
Copyright, 1918. (By permission)

LISTEN!

SCIENTIFIC WORLD STARTLED BY
RECENT DISCOVERY

Hackman's Harmless Self-Inflecting
Cootie Exterminator

Surpasses all expectations.

Sold in convenient sizes. Is fatal to
Pediculus pubis

Pediculus corporis

Pediculus capitis

Musca domestica

Anopheles maculipennis

Stegomia calppus

as well as

Gold sores Headaches

Pimples Falling Hair

Eruptions Dizziness

A marvelous remedy for all human ills
from the lowly in-grown toe-nail to
the glistening bald pate.

ALL HUMANITY LAUDS THE NAME
OF HACKMAN

He hath brought low the pride of Ped-
iculus, commonly known as the Cootie,
AT YOUR NEAREST DRUG STORE.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
"To Brighten the Ship and Lighten the Trip"
Trip 13 - No. 9. - Bound for Bordeaux - Friday, March, 14, 1919.

BORDEAUX

Bound for Bordeaux! Again there comes the opportunity of visiting a large French city, an opportunity that can be spent or mis-spent. Many are there at home who would give much to walk the streets down whose pavements walked Gauls and Roman Soldiers, to visit the memorials of mediaeval times, to enter churches whose foundations saw the closing days of the middle ages, the period of the renaissance, the stress of the reformation, the clamor of the revolution, and the birth of modern times.

As an aid to the chief landmarks they are here briefly described in connection with a map showing their locations and arranged in a circular trip about the city. It will be a regret in later years if Bordeaux' famous vintages have been sampled and her damsels have been interrogated as to their ability to speak English, while the privilege of visiting and studying her historic sites has been ignored.

Bordeaux dates from Roman days when the Caesars called it Burdigala and made it one of the principal cities of Gaul after they had taken it from a Celtic tribe who called it Burs Wall.

Christianity was first preached here during the third century. Its early history was tumultuous and it was repeatedly sacked. In 1152 when Henry II of England married the French countess who reigned over this portion of France, it passed under English rule and prospered thus for three hundred years. Here the Black Prince lived during the fourteenth century, and here Richard II - Richard of Bordeaux was born. In the fifteenth century France won the region back, and under Louis XV and Louis XVI it was raised to the position it has since occupied as one of the chief cities of France.

It is now a city of 300,000 population, the capital of the Department of Gironde, and third port of France in foreign and coast-wise trade. It is one of the important French industrial cities, exporting fruit, sugar, glass and jewelry, etc., in addition to its large exports of wines for which it

has been famous since the fourth century. It is a port and coaling station and has a Naval School and observatory. It is advanced in the cultivation of arts and sciences and has many fine buildings. Its museum, the Grand Theatre, its churches, are indicative of its culture. There is a university which in pre-war days numbered 2000 students. Some of the old gates of the city are still left and the old mediaeval sections of the city are distinguished by the narrow crooked streets; the suburban residential sections, however, are beautiful and modern.

The approach from Bassans via Lormont is either by ferry or by the trolley which goes to the end of the seventeen-arched bridge leading into the city over the Gironde River from La Bastide.

Having crossed the bridge a turn to the right, following the quays along the river leads to the Place des Quincozes (1) which occupies the former site of the Chateau Trompelle, one of the fortresses built to overawe the city after the French retook it from British hands at the end of the three hundred years of foreign control. In the Place will be seen statues by Maggesi (1858) of Montaigne, the famous French essayist of the sixteenth century, and another of Montesquieu, the philosophical historian of the eighteenth century.

To the right of the top of the Place is the Jardin Public, (2) and a few steps to the left of this is the Y.M.C.A. (3) a convenient center on the Place de Touray which thoroughfare is one of the centers of the city. Several blocks up the street in back of the "Y" will be found the remains of a Roman amphitheatre, known as the Palais Gallien (4) the principal part of which serves as a gateway across a street, exceedingly picturesque in its bands of gray stone and red brick. The medals which have been found here cause the construction of the monument to be attributed to the Emperor Gallienus, in the third century of our era.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
 "To Brighten the Ship and Lighten the Trip"
 Trip 13 - No. 10 - Homeward Bound - Thursday, March, 20, 1919.

SIDELIGHTS - WHAT IS IT?

The Salty Sheet
 Published Daily
 For All Aboard
 The USS Henderson
 By the Chaplain
 And the Crew
 And YOU
 To Brighten
 The Ship
 And Lighten
 The Trip
 For All
 But especially
 For You.
 It is the great
 North Atlantic
 Daily.
 It prints your
 Favorite news
 Whether you are
 A financeer
 An artist
 A farmer
 A boiler maker
 Or like the rest
 Of us
 Looking for a
 Rich Girl.

You will find in it
 The Daily News by radio
 And announcements of
 The Movies

And the "Stunt Nights"
 And the "Sings".
 It will tell you
 When and Where to nab

"GOOD WORK"

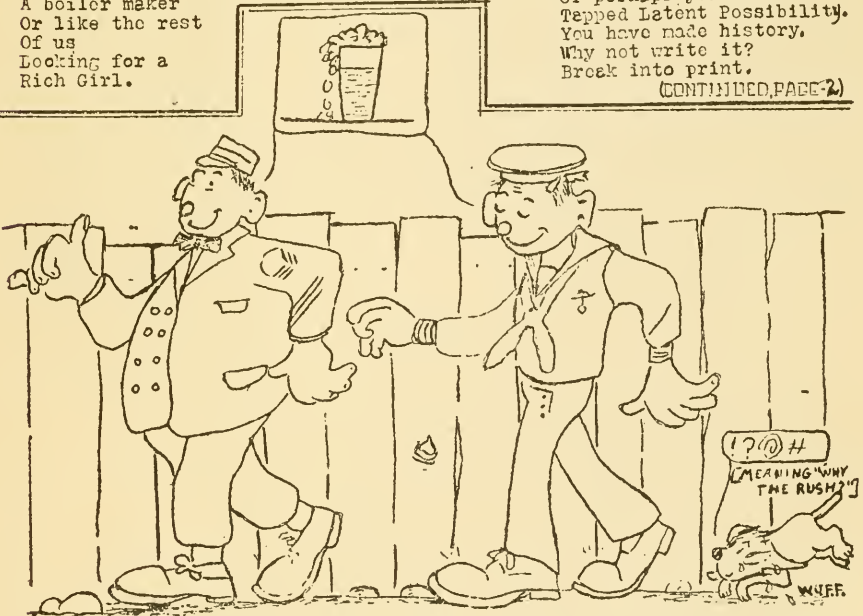
The Executive Officer congratulates the Army officers and the troops aboard for the spirit of cooperation thus far shown, and he hopes it will be progressive during the voyage. Active cooperation from all will add to the health and happiness of all aboard and will tend to improve adverse conditions that may arise.

The smokes
 And the candy
 And the fruit
 And the comforts
 Issued by
 The "Y"
 And the Red Cross
 And the "K of C".
 It will print
 The cartoons
 YOU will hand in, and
 The joke that
 Tickle's the
 Fifth rib,
 YOU will write.

And the band concerts
 And the jazz orchestra
 And the boxing tournament
 And the Sunday services

Perhaps you wrote for
 The Union News
 Or the High School Paper
 Or the College Weekly
 Or perhaps you never
 Tapped Latent Possibility.
 You have made history.
 Why not write it?
 Break into print.

(CONTINUED, PAGE 2)



SHIPMATES, BORDEAUX-BOUND

S I D E L I G H T S

Editor: Chaplain H. J. Fry

Associate Editors: The Crew

"CLUMSHAW"

The folks at home have helped to make ^{the} home-bound trip of yours as comfortable as possible by reaching out to you through the Red Cross, the Y, and the K of C. These three organizations have loaded the Henderson with good things

WELFARE PROGRAM	
For To-Day	
10	Y & RedCross lemons issued to seasick
10-12	RedCross office hours at Welfare Office
CHOW	Y oranges issued with ship's dinner
1.30	RedCross lemon drops issued at Office
2 -3	Y Office hour
3 -4	K of C office hour

for your voyage. Mr. Acheson of the Y has aboard 42 cases of Oregon apples, 44 cases of oranges, some lemons, 4000 chocolate bars, 4000 cigarettes, in addition to writing materials, athletic goods, and minor supplies. Mr. Owens of the KofC has similar supplies aboard, though in a

lessor quantity, while Mr. Shaw of the Red Cross has pajamas, sweaters, handkerchiefs, towels, underwear, bathrobes, canes, toilet articles of all kinds, comfort kits, and some candy and smokes.

These welfare workers have a welfare office in the upper deck - the one above the main deck - aft on the starboard side, from which they will issue their materials at certain definite times each day as announced in their daily welfare program. Look at what they have for you to-day!

These materials will be given out to one and all except the Red Cross supplies which will be given to individuals as need arises. It is asked that an applicant for such articles as bathrobes, or towels, etc, have a card or note from the officer in charge of his compartment authorizing his request.

The Red Cross representative is also ready to give information concerning Insurance, Naturalization, Compensation and similar questions and the K of C representative has information and data relative to employment. More will be said of these matters in another issue.

These men are here to serve you - they are on the job and know their job. They will do anything in their power for you. A Catholic Army Chaplain, Father Veit, is also aboard working among the men, and the Ship's Chaplain, Chaplain Fry, can easily be reached through a note dropped in a Sidlights' box.

To-morrow afternoon from two to three o'clock you can get your French money changed into good American cash at the provisions issuing room, on the port side of the main deck. THIS MAY BE YOUR ONLY OPPORTUNITY ABOARD.

CREW'S LIBRARY WILL BE OPEN TO-DAY 5.15 to 5.45.

To show the troops movies in A-505, all must be out of the compartment below, A-406, that the hatches may be closed. A number are seasick, and we will not ask them to move yet. Troops will have their movies in a day or so, and are not allowed forward during the hours of the crew's movies.

MOVIES

For Crew in Carpenter Shop at 7.30 - "DRY VALLEY JOHNSON"-5 reels.

For Officers in Passenger Officers Mess at 7.30 - "FIGHTING FOR LOVE"-5 reels, featuring Ruth Stonehouse.

HERE'S WHAT WE WERE DRIVING AT IN PAGE ONE:-

How about YOUR contribution To Sidlights?
A short snappy story
Or a poem,
Or a boost; boistrous or heroic,
Or a knock, sad or seasick,
Or a joke, jovial or painful
Or that cartoon.
Or a comment of any kind.
Write it now.

Drop it in a Sidlights' box
In the Passanger Officers Mess
Or the barber shop
Or the crew's compartment.
This is
Your last chance
To see your pen in print
Before you shed the khaki
And slip into
Drinking clothes.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON

"To Brighten the Ship and Lighten the Trip"
Trip 13 - No. 12 - Homeward Bound - Saturday, March, 22, 1919.

PROGRAM

SATURDAY

- Chow - "Y" oranges will be issued with the ship's dinner.
2.00 - Troop's Movies in A-505: "THE CASE OF BECKY" & "WHOSE BABY?"
(All out of A-406 at 1.45 to close hatches.)
5.15 - Crew's Library open.
7.30 - Crew's Movies: "FLAMES OF CHANCE" & "HAPPY HOOLIGAN"
Ship's Orchestra will play. (For crew only)
7.45 - Officer's Movies: "THE SILENT LADY"

Chaplain Veit will hear confession preparatory to to-morrow's services in his stateroom, No. 3, superstructure deck, starboard, TO-DAY from 3.30 to 5.00 and 6.30 to 7.30

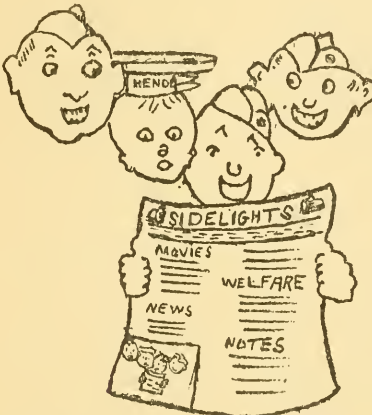
SUNDAY

- 6.30 - Mass in C-501 conducted by Chaplain Veit. (Opp. barber shop).
9.00 - Mass on welldeck, conducted by Chaplain Veit, WEATHER PERMITTING.
10.00 - Protestant Service on welldeck, led by Chaplain Fry, assisted by Secretary Acheson, with music by the ship's band, WEATHER PERMITTING.

If the weather is unfavorable, the 9 o'clock mass will be held in a-505. Chaplain will conduct a 10 o'clock protestant service for the crew in the carpenter shop, while Mr. Acheson will hold a similar service for the troops at the same hour in A-505.

Officers are cordially invited to attend all services. Church call will be sounded throughout the ship five minutes before the services.

- 1.30 "K of C" will issue candy at welfare office.
2.00 Troop's movies in A-505: "THE SHIP OF DOOM" & "THE BLIND PIG"
(All out of A-406 at 1.45 to close hatches.)
3.30 Special Sunday Afternoon Band Concert, welldeck, weather permitting
5.15 Crew's Library open.
7.30 Crew's Movies: "HELL'S HINGES" featuring WILLIAM HARTE.
Jazz Orchestra will play. (For crew only)
7.45 Officer's Movies: "BURNING DAYLIGHT" & "HAPPY HOOLIGAN"
Ship's Band will render concert.



Welfare office open all day. Red Cross and Y have for distribution, tooth brushes and paste, germicidal soap, combs, etc. the K of C has boxing gloves.

Daily from 4 to 5 Red Cross man will be glad to discuss questions of Insurance, Naturalization, etc.

Keep this issue for reference.

Are you keeping a file of SIDELIGHTS as a record of your trip?

Next issue will appear Monday. How about the contribution boxes?

S I D E L I G H T S

Editor: Chaplain H. L. Fry. Associate Editors: The Crew

FROM SIDELIGHTS' BOXES:

THE INEVITABLE

'Twas ever so.
The man who seeks to rule in turn is ruled;
There was a man, his title, Erussia's King,
Who thought to conquer all the realms of earth.
For forty years his armies he prepared;
Until they lost all semblance of humanity,
And so lost fear. They ceased to reason
As to right or wrong, and came to look upon
Their King as God, and Him to question not.
He ruled with hand of iron, nor any word
Of his mad dream escaped his border line,
Until at last his plans were all complete.
And then upon a trivial excuse
He threw his challenge down to all the world,
And sent his mighty armies to the fray,
And babes and women suffered at his hands,
And homes were ruined and virgins were despoiled
To glut the venomous hatred of "Le Boch".
And every nation save America
Allied against this mighty war machine.
America not wishing war but peace,
Took insult after insult with a smile,
Until, aroused at last beyond control,
She threw undreamed of power against the foe,
And cleared the sea of all its lurking death,
And forced this Emperor to bend the knee.

The hosts of right have conquered in the fray;
A nation once oppressed has been set free;
A man without a country is the King
Who thought to rule the world.

B. B. POSTER.
USS Henderson.

MY WAGE

I bargained with Life
for a penny,
And life would pay no
more,
However I begged at
evening
When I counted my
scanty store.

For Life is a just
employer.
He pays you what you
ask;
But once you have set
the wages,
Then you must bear the
task.

I worked for a
menial's hire,
Only to learn, dis-
mayed,
That any wage I had
asked of life,
LIFE WOULD HAVE PAID.
- - - - - Sel.

America fought for
Democracy.
She got Victory.
Germany fought for
Victory.
She got Democracy.
Selected.

OH DEATH - WHERE IS THY STING?

Death stalks in many forms.
Each snuffed-out life has its own tragic meaning.
There are the sightless eyes of the doughboy
turned toward the black sky overhead, seared
with passing rockets, in No Man's Land.
The sting? It is the sacrifice of youth for war.
There is the little baby, silent, immovable.
The sting? A life of promise, unfulfilled.
There is the father, cut down by an accident in
the prime of his manhood.
The sting? The family, struggling, left desolate.
There is the death of Charlie Noble:
Noble Charlie Noble.
His end miserably linked with shooting.
Charlie, a product of the navy.

The Sting?

A doctor (no names mentioned) racing, hatless
down the deck to give last medical aid.
A Chaplain, white and tense, (no names mentioned)
seeking the death bed.
A Red Cross worker (again, no names mentioned)
as to name) digging into his stocking for the cash
wherewith to notify Charlie's family of the facts.

OH DEATH - WHERE IS THY STING?

"HOMEWARD BOUND"

At the top of page one
Are two words that mean
A lot to you and me -
"Homeward Bound".
When we see
The statue of Liberty
Do you think that
We will cheer?
Many a throat will
Feel a lump.
Many an eye will
Be wet.
We who return,
Though we return
With the marks of battle,
Thank God
That we are allowed
To soldier
As only a soldier can
In the army
Of civilian life.

K.G.G.

C.C.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON

"To Brighten the Ship and Lighten the Trip"

Trip 13 - No. 14. - Homeward Bound - Tuesday, March, 26, 1919.

FIGHT

How about a six-bout program for next Saturday afternoon? Every trip the Henderson stages a boxing carnival, and if the weather holds good, despite the fact that this is the thirteenth trip, we can run off one of the best tournaments our topsides has witnessed for many months. There are about four hundred doughboys aboard in A-I



WINNER



physical condition and many of them probably wield the mitt. The crew has weights from a hundred and fifteen to a hundred and eighty pounds.

Weather permitting the event will be held next Saturday afternoon at two o'clock on the forecastle if there is no roll, otherwise on the well



LOSER

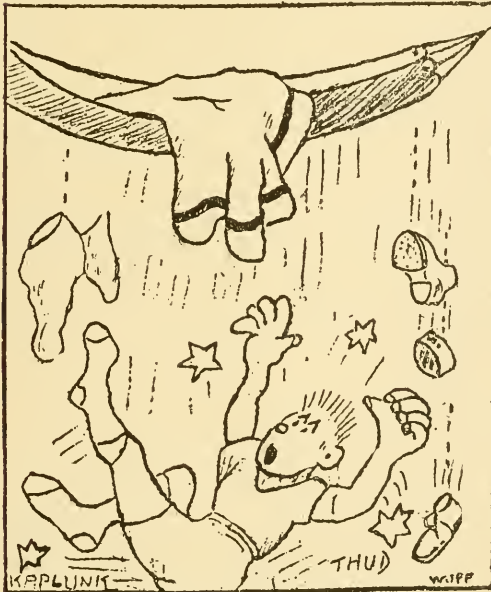


deck. The band will be there with bells on, give us the music, and the crowd will cover every available space. There will be a prize of ten dollars put on every bout, which will run for three rounds, three minute grinds and two minute intermissions. There will be three judges - two from the army and one from the navy.

This is not for blood, but for an afternoon of good sport for all, and IT IS UP TO OUR SOLDIER PASSENGERS TO MAKE IT A SUCCESS. You don't have to be a professional, This is an amateur contest, so take a chance with the rest.

Drop your name, weight, and your compartment number in SIDELIGHTS box or see Chaplain Fry.

In each bout we want a man in kahki facing a wearer of the blue - so let's make this fight the best yet.



Apply to the K of C. Secretary, Mr. Owens, at the welfare office for boxing gloves for your tryouts. Best quality gloves of all weights are aboard for the tournament.

Monday's SIDELIGHTS will have a write-up of your bout.

SCENE:-ALMOST ANY HENDERSON DECK.
PARTICIPANTS:-ALMOST ANY SOLDIER.
TIME:-FREQUENTLY RECURRENT.

THE QUESTION :-

THE STRETCHER-BEARER

My stretcher is one scarlet stain;
 And as I tries to scrape it clean,
 I tell you wot--I'm sick with pain
 For all I've 'eard, for all I've
 seen;
 Around me is the 'ellish night,
 And as the war's red rim I trace,
 I wonder if in 'eaven's height
 Our God don't turn away 'is Face.
 I don't care 'oose the crime may be;
 I 'olds no brief fer kin or clan;
 I 'ymns no 'ate: I only see
 As man destroys his brother man:
 I waves no flag; I only know,
 As 'ere beside the dead I wait ,

A million 'earts is weighed with
 wo,
 A million 'omes is desolate.
 In drippin' darkness, far and near
 All night I've sought them woeful
 ones.
 Dawn shudders up and still I 'ear
 The crimson chorus of the guns.
 Look! like a ball of blood the sun
 'Angs o'er the scene of wrath and
 wrong,
 "Quick! Stretcher-bearers, on the
 run!"
 O Prince of Peace! 'Ow long, 'ow
 long?

From "Rhymes of a Red Cross Man." by R. W. Service.

THE ANSWER:-

YE THAT HAVE FAITH.

Ye that have faith to look with
 fearless eyes,
 Beyond the tragedy of a world at
 strife,
 And know that out of death and
 night shall rise
 The dawn of ampler life,
 Rejoice--whatever anguish rend
 the heart--
 That God hath given you a price-
 less power

To live in these great times and
 have your part
 In Freedom's crowning hour,
 That ye may tell your sons, that
 see the light
 High in the Heavens, their herit-
 age to take,
 "I saw the Powers of Darkness put
 to flight,
 I saw the morning break."

Written by a young Australian in the trenches of
Gollipoli.

The Editorial staff takes great pride in offering the following article

MY PERSONAL RECOLLECTIONS OF CHARLIE NOBLE

~~By Charlie Noble~~

I have a word of
answering the
many oth

DELETED
BY
CENSOR

To the Editor of Sidelights,
 Sir:
 I regret the necessity of my
 interrupting your current issue just as
 it goes to press, but the necessity
 is imperative. First, naval etiquette
 demands the elimination of the article.
 Secondly, the cultivation of dignity,
 Thirdly, the need of conserving dis-
 cipline and finally the desire not
 to offend sensitive natures.
 Very truly yours
 ROT. N. CENSOR,
 For Board of Censors.

SIDELIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON
"To Brighten the Ship and Lighten the Trip"
Trip 13 - No. 12 - Homeward Bound - Friday, March, 21, 1919.

THE CREW'S RECEPTION ROOM

We are glad we have a Crew's Room, even though it is a small one, Many ships have none at all. Because it is small every one of us must do our part to make it serve the largest number in the best way.

Window seats have been installed. It has been painted. The library has been sorted and catalogued. New cushions are in place. A rack for the new magazine covers will appear, as will one for the phonograph records, and pictures have been purchased. But you must do your part.

We want to keep it open during the day, for those not on duty, and we want it to accommodate as many as possible. During the evening hours the magazines will hereafter be placed on the tables in the port side of the forward compartment, to give their use to a greater number and to relieve the congestion in the Crew's Room. Further, the following rules will be strictly observed:

THERE CAN BE NO SMOKING IN THE CREW'S ROOM. Not because there is any objection to smoking but because a cigarette butt, almost ignited one of the new cushions, made of inflammable material, and had to be slashed open to prevent a fire. Further, in such small quarters the dirt from matches and stubs soon piles up. **NO SMOKING!**

FEET SHALL BE KEPT OFF THE CUSHIONS OF THE WINDOW SEATS. Not that we care for ladylike manners, but the cushions are made of imitation leather and will soon wear out.

THERE SHALL BE NO SLEEPING ON THE WINDOW SEATS. Not that we object to rejuvenating slumber, but space is at a premium.

Now it's entirely up to YOU - and no one else. If these rules are observed the room will be open all day. If they are not observed it will only be open certain hours. How about it? It's YOUR Room.

CREW - ATTENTION

If you did not get a Red Cross sweater or other knitted goods you wanted, last Friday, speak to Mr. Shaw, the Red Cross representative, and he will have your order put aboard while in port.

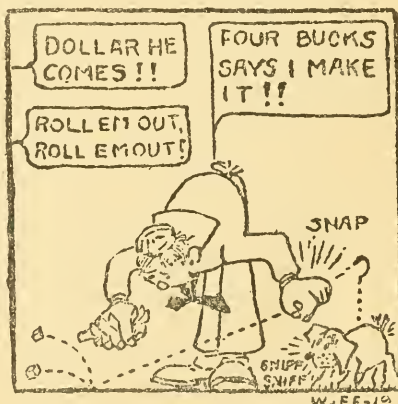
If you need any special or technical book for study, which is not in the ship's library, give the Chaplain its title, and it will be put aboard.

We are putting baseball stuff aboard - cheap balls for use on the decks and better material for use in port. If we get a layup at any time, a team will be formed.

Since Sidelights is not published in port, the chaplain will make any announcements he has for the crew on a bulletin board which will be hung near the log room: Watch it for notices of dances, and special attractions for the men in the service, in New York.

"Why aren't you in your hammock, Bud?"
"Aw, I can't sleep in the dark."
"Can't sleep in the dark! Why not?"
"I dunno. Guess I'm a light sleeper."

TURN IN YOUR LIBRARY BOOK, THIS EVENING, 5.15 to 6.00. The end of the quarter is here and the library must be checked up. A list of outstanding chits will be posted at noon. If YOUR name is there, get in your book to-night or make special arrangements to hold it.



Editor: Chaplain H. J. Ery. Associate Editors: The Crew.

THE STEAMING WATCH ON THE SCUTTLE BUTT,

It was on AVERY quiet evening about one BELL of the first watch when the steaming watch on the scuttle butt went into session. Luke' McLuke, chief passenger's mate, and DEAN of sea lawyers took charge, for he was always LEIBLE to run the watch as he was ONDOWed with the gift of gab. He made a salty figure in his GREY sweater and WHITE trousers, with his BEAR feet, for he had to WADE across the ALLEY by the BARBOUR shop getting there.

"I'm minded of the time", he said, fingering the LOEBBS of his ears, "when I was a YOUNG fellow and fated a LIBERTY in New York. I had a wad of MONEY but I headed for an old friend of mine, a BREWER who always invited me in for a meal and let me use his own GOLDSTEIN which must have held a quart. Believe me, kid, them was the happy days! But I'm OFFUTT all now. And say, talk about the EATON; how his wife did feed me."

"As I left his house I noticed it was a bad night and the wind was getting COULTER. After several minutes walking I passed several old BARKS WELL what did I stumble upon but the body of a girl lying on the sidewalk. I was right on her when I first saw her and had to HOPPE over and then turn BECK. 'HOWE did she get there', thinks I to myself. 'If someone has made a KILL GORE shall be spilled in revenge'. She sure was a swell dresser and might have been a SINGER. POOR girl she was lying there on the cold STONE pavement all DENOP. I let out a HOWELL and as luck would have it I heard someone yell, "I'm GUMMINGS" and up come another gob, a lad with an ARMSTRONG and sturdy and looked liked he might have been a PAYMTER. "Take a HOLTMAN and we'll FISHER out of the puddle" says I. "Look's-like she's got a swat on the KOKO" says he. "WAITE a minute" says I, "What can be DUN CAN you STEAKER with a pin to see what sho doos?"

"Was she a QUEEN or just a HUSSY or some old HAAG?" interrupted Slim McGinnis, while Dutch asked: "Was she shlenoder oder fadt und VEIT?" but Old Luke just gave them a look that could SLAY anybody.

"Her hand FIELDS warm" says the gob. "Let's raise her pretty WHITEHEAD." "That's TRU IPT might help", says I.

"Aint this just DEVINE" interrupted Mushy Rivers, the yoo-kid who was soft on every girl he met and that minute had several TONES under his arm all about rose-BOWERS and mossy GATES and a shady GLEN and the stream's rippling EDDY. "Did she FRIZZLE her hair and act like a KOKET?" asked Mushy.

"Shut up", shouted Luke, "If you weren't one of my FOSTER BROTHERS I'd WAAK you over the PATE."

"Don't be ROTH with me" answered Mushy, "and don't SCHNUR at me".

"As I was saying" resumed Luke, "This girl was of about eighteen SUMMERS, with BROWN eyes and a CHEEK like a strawBERRY, and she was 'at the FORWARD sort, either. When she came to, maybe she was 'nt chipper and BRIGHT WELL she was a peach. "Where am I" she says. "You're there, kid" says I, and being I had the price in my roll I asked the gob to call a CARR or a HACKMAN, but he had made a BOLTE and left me alone."

"That was a BIRD of a fix", says Slim, "What kind of an outfit did you get, a COUPE?"

"No, an old outfit that looked like the one-hoss-SHEA I learned about in school, hitched up to an old mare with a CROOKSHANK. And say, maybe that driver was 'nt BLACK WELL he looked like the ace of spades.

"Go on" said Slim, "I'll bet you didn't know what to do".

"Pipe down" yelled Luke, "I'm telling this. I don't want any SAGE advice or butting in from you. You need a new TENNENT in your dome, you BOEHM-head. You must be looking for my strong left to let out a PUSH AW cut out your noise".

"Don't ROHRMAN" said Slim, "I DCOLITTLE to interrupt you".

"I don't give a DEM" said Luke, "Don't let me hear another YAP from you."

"Oh SHAW" said Slim, "I don't need a CANNON to convince me. Have a HEARTMAN and go on. For the sake of HARMONY I'll shut up, for I'm waiting to hear how this chicken in the BROWN RIGGS and you plighted your TROTH and you become a BENEDICT".

"You dirty FRYed, COOKed DILL pickle" shouted Luke, as he started after Slim, "You'll need ARMOUR before I'm done with you".

But Slim was far away and the steaming watch on the scuttle butt was over for that night.

Is there a soldier aboard who will offer to letter song slides, and makes several signs for Chaplain Fry-superstructure deck-port-forward

ASIDE LIGHTS

PUBLISHED ON THE HIGH SEAS ABOARD THE U.S.S. HENDERSON

"To Brighten the Ship and Lighten the Trip"

Trip 13 - No. 18. - Homeward Bound - Saturday, March 29, 1919.

PROGRAM-SATURDAY

FIGHT-CANCELED, Because of uncertain weather and insufficient number of boats.

- 1.15 The Red Cross will issue chocolates, and the K. of C. will give out candy at the welfare office.
- 2.00 Troop's Movies: "DRY VALLEY JOHNSON" (STOW AWAY ALL MESS BENCHES USED)
- 5.15 Crew's Library Open. All books must be in before arrival at New York
- 7.00 Informal talk before the movies by Major Meyer, USA, for crew. - The ship's QUARTETTE will sing.

"THE AMERICANS IN GERMANY"

- 7.45 Crew's Movies: "DON QUIXOTE" The Jazz Orchestra will play.
- 8.00 Officer's Movies: "THE SABLE LOCHRA" Ship's Band will play.

Chaplain Veit will hear confession preparatory to to-morrow's services in his stateroom, No. 3, on the superstructure deck, star-board, TO-DAY from 3.30 to 5.00 and from 6.30 to 7.30



-SUNDAY

- 6.30 Mass in C-501, conducted by Chap. Veit. (Opposite barber Shop)
 - 9.00 Mass on welldeck conducted by Chaplain Veit, WEATHER PERMITTING.
 - 10.00 Protestant Service on welldeck, led by Chaplain Fry, assisted by Secretary Acheson, with music by the ship's band, WEATHER PERMITTING.
- If the weather is unfavorable for welldeck services, Chaplain Veit will hold the 9 o'clock mass in A-505, and the 10 o'clock protestant service will be divided into two sections. Chaplain Fry will conduct a ten o'clock service for the crew in the carpenter shop, while Mr. Acheson will hold a similar service for the troops at the same hour in A-505.
- Church Call will be sounded throughout the ship just preceding each service. Officers are invited to attend,

- 1.30 The K. of C. will issue chocolate at the welfare office.
- 2.00 Troop's Movies: "DON QUIXOTE" (Stow away mess benches used)
- 3.00 Special Sunday Afternoon Band Concert, welldeck, weather permitting
- 5.15 Crew's Library Open - Remember, all books in at end of quarter.
- 7.00 Informal talk before the movies by Captain Jannay, USA, for crew:-

"AMONG THE ALPS"

- 7.45 Crew's movies: "THE SABLE LOCHRA". The Jazz Orchestra will play.
- 8.00 Officer's movies: "DRY VALLEY JOHNSON".

CREW The Red Cross will issue sweaters to you to-day at 2.00. Limited number, so be on hand for one.

TROOPS All "Y" books must be returned by Monday evening. Do your part in this, that there will be books for the next trip.



IMPORTANT

Beginning Sunday afternoon at 1 o'clock all SICK TROOPS will assemble by companies on the main deck and march through C-501, the barber shop. This formation is for the purpose of checking each man, and making sure that YOUR name is on the passenger list, and to decide whether you are to be discharged immediately or go to a hospital for further treatment.

LT. D. M. FLEMING, Transport Personnel Adj.

Ensign Forward our cartoonist, would appreciate receiving ideas for cartoons from members of the crew, which he will work up. How about it?

SIDE LIGHTS

Editor, Chaplain E.J. Fry Associate Editors: The Crew

AN ODE TO THE STABILISER

They launched the good ship Henderson, A sturdy craft was she, But known to pitch like a bucking mare Upon the rolling sea.

Then Old Man Sperry had a game, A stabilizer rare To hold the Henny calm and poised Despite the raging mere.

'Twas made of gyroscopic wheels; It weighed some ninety tons; It occupied a lot of space; It called forth many puns.

But sad to say it didn't work. In fact, it made the Henny ROLL When target practice made demands For motion of her hull.

The junk was canned. But still grew hope As o'er the Henny's gangway wide Appeared friend Mack with crafty dope.

But Mack was helpless in his task: The sea was calm; the Henny still, And Mack sat idly by to wait Our expectations to fulfill.

Then came the storm. The sea grew rough. The Henny pitched. The Henny tilted.

The time was ripe for Mack's new trials, But Mack was seasick, be it told!

Yet on we hoped, though in despair. The stabilizer had our goat, And we were from Missouri's state Where doubters grow to size remote.

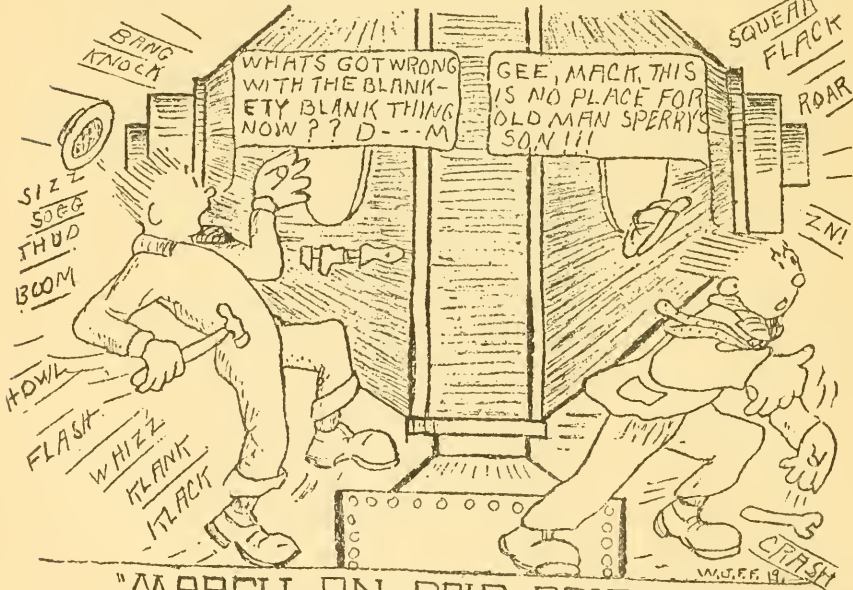
At Bordeaux, lo, another chance; Young Sperry comes aboard the ship, And now the gyro's going to spin, If his shrewd plans meet with no slip

"For he has hammers, and buckles and screws, and all such things as geniuses use;

Two tops for patterns, Curious fellows, A charcoal pot and a pair of bellows, A carriage cover, and an odd built trunk, A piece of harness and straps and junk," A few small tools and wax and twine - But above all else, a faith sublime.

March on bold spirits With faith sublime. Ignore our jest, Attain your quest, Stand with the rest Who have conquered time.

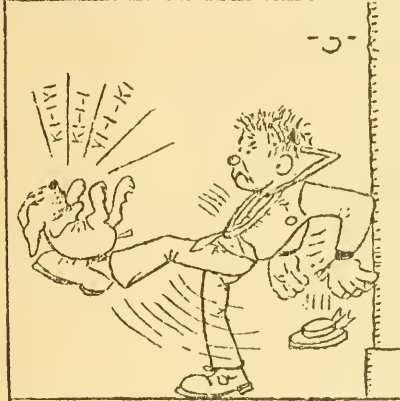
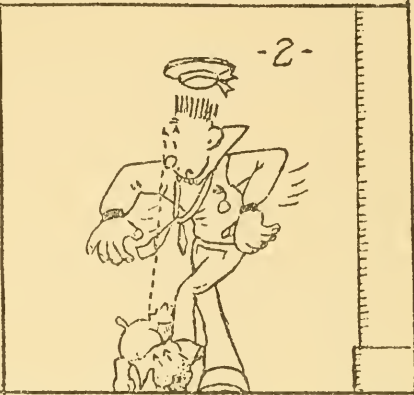
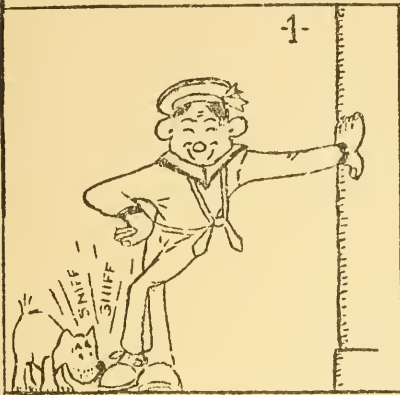
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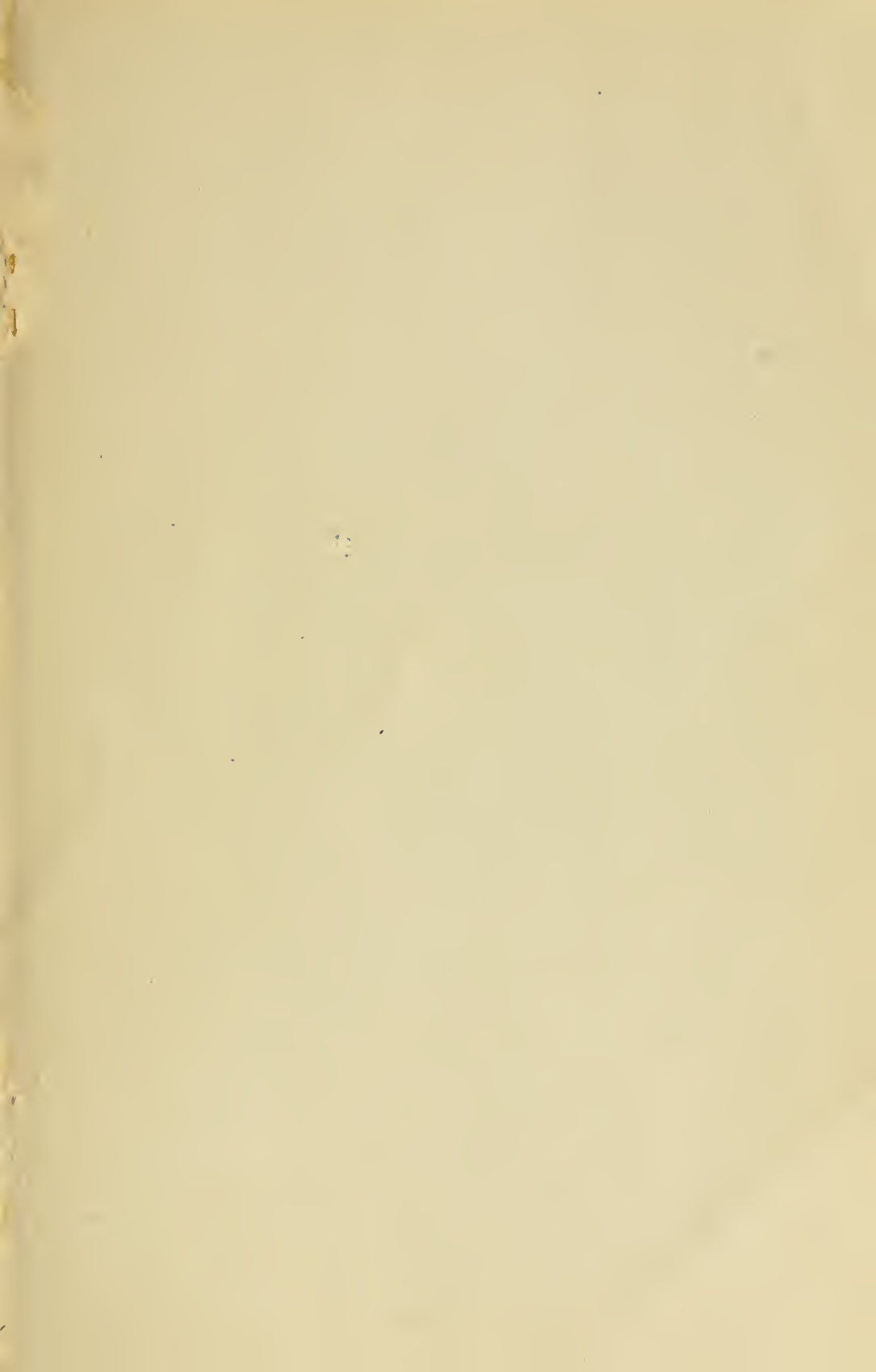
"MARCH ON BOLD SPIRITS"

HAS IT EVER HAPPENED TO YOU ?

BY W.J.F.F.



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